

Appendix A

**Initial Study/Notice of Preparation and
NOP Comments**



Los Angeles County
Department of Regional Planning

Planning for the Challenges Ahead



Richard J. Bruckner
Director

**NOTICE OF PREPARATION
AND PUBLIC SCOPING MEETING NOTICE
FOR A DRAFT ENVIRONMENTAL IMPACT REPORT**

To: Distribution List

Date: July 11, 2013

Subject: NOTICE OF PREPARATION OF A DRAFT ENVIRONMENTAL IMPACT REPORT

Lead Agency: Los Angeles County Department of Regional Planning
320 West Temple Street
Los Angeles, CA 90012

Contact: Phillip Estes, AICP, Principal Planner, Los Angeles County Department of
Regional Planning, (213) 974-6425

The Los Angeles County Department of Regional Planning is commencing preparation of a Draft Environmental Impact Report for the East Los Angeles 3rd Street Specific Plan, and has released this Notice of Preparation (NOP) and Notice of Public Scoping Meeting per the requirements of the California Environmental Quality Act (CEQA).

The County wants to know your views and your specific concerns related to the potential environmental effects of the project. Information gathered during the NOP comment period will be used to shape and focus future analyses of potential environmental impacts.

If you are a public agency, the County is interested in the views of your agency as to the scope and content of the environmental information germane to your agency's statutory responsibilities. As a responsible or trustee agency, your agency may need to use the EIR prepared by the County when considering issuance of a permit or other approval for the project.

NOP Comment Period: The County invites you to submit written comments describing your specific environmental concerns, and if representing a public agency, please identify your specific areas of statutory responsibility. Written comments are desired at the earliest possible date, but due to the time limits mandated by State law, your response must be received no later than 30 days after receipt of this notice. The NOP public comment period begins on July 11, 2013, and ends on August 12, 2013. Please send your written comments to the County staff contact identified above, and please include your name, address, and contact information in your correspondence.

Public Scoping Meeting Information: The County invites you to attend a public scoping meeting to obtain additional information about the project. A public scoping meeting will be held on Saturday,

County of Los Angeles | Department of Regional Planning
East Los Angeles 3rd Street Specific Plan
Notice of Preparation of Environmental Impact Report



August 3, 2013, from 10:00 a.m. to 12:00 noon in the community room at the East Los Angeles Public Library, 4837 East 3rd Street, Los Angeles, California.

The purpose of the scoping meeting is to solicit input from responsible and trustee agencies as well as interested parties and members of the public on the scope of issues to be addressed in the EIR. Please send your response to this Notice of Preparation and the name of the contact person to Phillip Estes at the address shown above, or via e-mail to: thirdstplan@planning.lacounty.gov.

Document Availability: The project description, location, and potential environmental effects are described below. An Initial Study (which provides a preliminary analysis of the environmental effects of the project) has also been prepared. Copies of the Initial Study are available for public review on the County's website at <http://planning.lacounty.gov/ela>, and at the following locations:

- East Los Angeles Library, 4837 East 3rd Street, Los Angeles
- Anthony Quinn Library, 3965 East Cesar E Chavez Avenue, Los Angeles
- El Camino Real Library, 4264 Whittier Boulevard, Los Angeles

Project Title: East Los Angeles 3rd Street Specific Plan

Project Location: The Specific Plan area is located in the geographic center of the East Los Angeles Community, which is located approximately five miles east of downtown Los Angeles. East Los Angeles is between Los Angeles to the west and the cities of Alhambra and Monterey Park to the north, Monterey Park and Montebello to the east, and commerce to the south (see Attachment A [Regional Location] and Attachment 2 [Specific Plan Area]). The Specific Plan area (Plan area) is comprised of the properties within one-half mile of the four Metro Gold Line rail stations in East Los Angeles. It is roughly bounded by Cesar Chavez Avenue to the north, Indiana Avenue to the west, Whittier Boulevard to the south, and Margaret Avenue to the east. The Plan Area is bisected by the Pomona Freeway (SR-60) and Long Beach Freeway (I-710) and is within one-half mile of the Santa Ana Freeway (I-5).

Project Description: The Proposed Plan was developed in response to the extension of the Metro Gold Line into East Los Angeles, with the expectation of new economic opportunities, transformative development, and jobs that would be facilitated by the extension.

The Proposed Plan defines a vision and establishes standards and strategies for the revitalization of the East Los Angeles community using the principles of transit-oriented development (TOD). TOD takes advantage of its location near transit to create a vibrant community, walkable streets, and safe access to transit. Components include vibrant and diverse commercial corridors; well-designed buildings, attractive streetscapes, and engaging public spaces; multi-modal streets accommodating pedestrians, bicyclists, and motor vehicles; a mix of uses, with residential and employment densities that support transit use; and a range of housing options.

The Proposed Plan is a form-based code-regulating plan that will replace the East Los Angeles Community Standards District and Community Plan as well as supersede the zoning ordinance. The Proposed Plan proposes eight zones, five of which are mixed use with discrete development and design standards. Implementation of the Proposed Plan would also amend the East Los Angeles Community



Plan to add a Specific Plan Overlay in order to provide a renewed vision for the Plan Area, with corresponding development standards and an implementation program.

The four station areas along 3rd Street would be transformed into transit centers, with a mix of uses. Mixed-use buildings will incorporate amenities such as public plazas, outdoor dining, and public art. The transit centers will serve residents, visitors, and employees. An increase in the variety and quality of goods and services is expected. The Plan area's corridors would experience moderate change, with sensitive infill development, an improved streetscape, and an increase in the variety and quality of goods and services. Minor changes would be expected in the residential neighborhoods, consisting of improvements in streetscape, improvement in private property maintenance, and an increase in open space and green elements, such as street trees and landscaping.

Summary of Probable Environmental Effects: Implementation of the proposed project may result in significant environmental effects in the areas of:

- Aesthetics
- Air Quality
- Biological Resources
- Cultural Resources
- Energy
- Geology and Soils
- Greenhouse Gas Emissions
- Hazards and Hazardous Materials
- Hydrology and Water Quality
- Land Use and Planning
- Noise
- Population and Housing
- Public Services
- Recreation
- Transportation and Traffic
- Utilities and Services

These potential environmental effects are described in greater detail in the Initial Study prepared for the project. An EIR will be prepared to evaluate the project's potential impacts on the environment and analyze alternatives. The alternatives will be developed to reduce environmental impacts that may be identified during the EIR process. Environmental effects in the areas of aesthetics, agricultural resources and biological resources were found to be less than significant in the Initial Study and will therefore not be evaluated in greater detail in the EIR.

Date: July 11, 2013

Signature:

A handwritten signature in blue ink, reading 'Phillip Estes', is written over a horizontal line.

Title: Phillip Estes, AICP, Principal Planner

Attachments: Initial Study Checklist

Environmental Checklist Form (Draft Initial Study)

County of Los Angeles, Department of Regional Planning



Project title: East Los Angeles 3rd Street Specific Plan (Specific Plan)

Project No.: R2008-02449-(1), Advance Planning Permit No 200800012

Lead agency: County of Los Angeles, 320 West Temple Street, Los Angeles, CA 90012

Staff contact: Phillip Estes, AICP, Principal Planner (pestes@planning.lacounty.gov)

Project sponsor: County of Los Angeles, Department of Regional Planning, 320 West Temple Street, Los Angeles, CA 90012, (planning.lacounty.gov/ela).

Project location: The Specific Plan area is located in the geographic center of the unincorporated East Los Angeles community. It is located approximately 5 miles east of downtown Los Angeles. Unincorporated East Los Angeles is between the City of Los Angeles to the west and the cities of Alhambra and Monterey Park to the north, Monterey Park and Montebello to the east and Commerce to the south (see Figure 1 [Regional Location Map] and Figure 2 [Regulating Plan/Specific Plan Area]). The Specific Plan area (Plan area) is comprised of the properties within 0.5 mile of the four Metro Gold Line rail stations in East Los Angeles. It is roughly bounded by Cesar Chavez Avenue to the north, Indiana Avenue to the west, Whittier Boulevard to the south, and Margaret Avenue to the east. The Plan Area is bisected by the Pomona Freeway (SR-60) and Long Beach Freeway (I-710) and is within 0.5 mile of the Santa Ana Freeway (I-5).

Surrounding land uses and setting: East Los Angeles is located between Los Angeles city to the west and the cities of Alhambra and Monterey Park to the north, Monterey Park and Montebello to the east, and Commerce to the south. Existing land uses in the East Los Angeles Community Plan area consist of similar uses to the proposed Specific Plan area, including low medium density and medium density residential, commercial manufacturing, and low density residential farther north. Adjacent to the Specific Plan boundaries on all sides are low medium density and medium density residential neighborhoods.

APNs: Various

Gross acreage: 1,129 acres

General plan designation: The 1980 General Plan designates the following eight land use policy categories: Low Density Residential (1), Low-Medium Density Residential (2), Medium Density Residential (3), High Density Residential (4), Major Commercial (C), Major Industrial (I), Public and Semi-Public Facilities (P), and Open Space (O).

Community/areawide plan designation: The existing East Los Angeles Community Plan applies the following nine Community Plan designations to the Specific Plan Area: Low Density Residential, Low-Medium Density Residential, Medium Density Residential, Community Commercial, Major Commercial, Commercial/Residential, Commercial/Manufacturing, Industrial, and Public Uses (Schools, Parks/Open Space, Public Buildings, Hospitals).

Zoning: There are 15 existing zoning designations within the Specific Plan Area. Six of the zones are residential (R-1, R-2, R-3, R-3-P, R-4, and R-4-DP). The remaining nine zones consist of commercial zones (C-1, C-2, C-3, C-3-DP, C-M, and CPD), an institutional zone (IT), a manufacturing zone (M-1), and an open space zone (O-S).

Project description: The Specific Plan was developed in response to the extension of the Metro Gold Line into East Los Angeles, with the expectation of new economic opportunities, transformative development, and jobs facilitated by the rail extension.

The Specific Plan defines a vision and establishes standards and strategies for the revitalization of the East Los Angeles community using the principles of transit-oriented development (TOD). TOD takes advantage of its location near transit to create a vibrant community, walkable streets, and safe access to transit. Components include vibrant and diverse commercial corridors; well-designed buildings, attractive streetscapes, and engaging public spaces; multi-modal streets accommodating pedestrians, bicyclists, and motor vehicles; a mix of uses, with residential and employment densities that support transit use; and a range of housing options.

The Specific Plan is a form-based code-regulating plan that will replace the East Los Angeles Community Standards District and Community Plan as well as supersede the zoning ordinance for the Plan area. The Specific Plan proposes eight zones, five of which are mixed use with discrete development and design standards. Implementation of the Specific Plan would also amend the East Los Angeles Community Plan to add a Specific Plan Overlay, with corresponding development standards and an implementation program.

The proposed zone categories are as follows:

- **Mixed Use Zones**
 - > 3rd Street (TOD)
 - > Cesar Chavez (CC)
 - > 1st Street (FS)
 - > Atlantic Boulevard (AB)
 - > Neighborhood Center (NC)
- **Residential Zone**
 - > Low-Medium Density (LMD)
- **Civic and Open Space Zones**
 - > Civic (CV)
 - > Open Space (OS)

As a result of the Specific Plan, it is expected the four station areas along 3rd Street will be transformed into transit centers, with a mix of residential and commercial land uses. Mixed-use buildings will incorporate amenities such as public plazas, outdoor dining, and public art. The transit centers will serve residents, visitors, and employees. An increase in the variety and quality of goods and services is expected. The Specific Plan area's corridors would experience moderate to substantial changes, with sensitive infill development, an improved streetscape, and an increase in the variety and quality of goods and services. Minor changes are expected in the residential neighborhoods, mostly consisting of improvements in streetscape, improvement in private property maintenance, and an increase in open space and green elements, such as street trees and landscaping. The following summarizes the Specific Plan:

- **Vision and Land Use Strategy** – The development strategy is framed around three principal ideas (1) major change should be expected along the 3rd Street corridor stations and the Indiana station. These areas should expect residential, office, and retail uses that are organized within mixed-use buildings; (2) moderate change should be expected along auto-oriented corridors, such as Cesar Chavez Avenue and Atlantic Boulevard, with infill projects being located so that they are compatible with the existing context of each street; and (3) minor change should be expected in the neighborhoods within the project area. The houses, streets, and streetscapes should be properly maintained and improved in order to enhance and stabilize the quality of life in each neighborhood.
- **Public Realm Strategy** – To improve the public realm, the proposed Specific Plan focuses on (1) increasing access to parks and open space by using streets and sidewalks to bring important recreational amenities within a reasonable walking and biking distance to residents; (2) promoting the shared use of public facilities and expand parks and open space within the community; (3) the

provision of new parks by concentrating on the use of vacant lots, large areas of unused land, and extending Belvedere Park over the Pomona (60) freeway; (4) developing complete and green streets by managing and replanting their streetscape, providing adequate sidewalks, and introducing bike lanes in an effort to encourage more people to walk and ride safely to Gold Line stations; and (5) offering opportunities for introducing sustainable landscape practices that conserve water, energy, and natural resources.

- **Mobility Strategy** – The mobility strategy focuses on (1) traffic calming and road diet elements, which responds to the urban context, transit opportunities, pedestrian density and pedestrian behavior along different streets or segments; and (2) introducing a bicycle network that capitalizes on the existing interconnected street network, the area’s existing and proposed parks and play fields, and its adjacency to the Gold Line route.
- **Historic Preservation Strategy** – The goals of the historic preservation strategy are organized around concept areas of preservation policy: (1) public awareness; (2) identification, evaluation and protection of historic resources; (3) incentives; and (4) integration with community development programs.
- **Development Code** – The development code is a form-based code organized around a regulating plan composed of eight zones of varying development intensities. Within each zone, a set of coordinated land use, urban, architectural, sign and subdivision standards guide entitlements and design, provide discreet development choices, and enable a high degree of compatibility between new projects and their immediate surroundings.

Proposed Land Use Changes

The Specific Plan includes amending the East Los Angeles Community Plan to include a Specific Plan overlay for the Plan area and changes to zoning designations. It is the intent of the Specific Plan to allow existing development and/or uses in the Plan area that legally exists at the time of adoption to continue until such time as such development is replaced and/or the uses are terminated by the property owner. Upon termination of existing uses or replacement of existing development by the owner, the Specific Plan would require all new land use and development activity on affected sites to conform to the Specific Plan development code. The Specific Plan would disallow existing nonconforming development and/or uses.

The primary policy issues and expected land use changes associated with implementation of the Specific Plan include:

- Form-based code which supersedes the existing zoning ordinance;
- Establishes mixed-uses by right in the 3rd Street, First Street, Neighborhood Center, Cesar Chavez, and Atlantic corridors;
- Increases in residential density by right in the 3rd Street, First Street, Neighborhood Center, Cesar Chavez, and Atlantic corridors;
- Reduces the minimum required off-street parking and provides for a maximum number of permitted parking spaces;
- Improves pedestrian comfort and safety, and access to transit;
- Implements streetscape improvements and traffic calming measures;
- Develops balanced multi-modal transportation systems that accommodate pedestrians, bicycles, and vehicular traffic;

- Implements the County's Bicycle Master Plan;
- Improves enforcement of land use control standards;
- Improves and increased access to open space and recreation; and
- Protects the character of existing residential neighborhoods.

Potential impacts to major components of public and private transportation, sewage, water, drainage, solid waste disposal, energy, and other essential facilities needed to support the land uses described in the Specific Plan.

Table 1 (Summary of Proposed Land Use Designation Changes) describes the overall changes in acreage for each land use type that could occur under the Specific Plan.

Table 1 Summary of Proposed Land Use Designation Changes				
<i>Land Use—Adopted</i>	<i>Land Use—Adopted (Description)</i>	<i>Land Use—Proposed</i>	<i>Land Use—Proposed (Description)</i>	<i>Acres</i>
CC	CC—Community Commercial	CV	Civic	0.52
CR	CR—Commercial Residential (30 du/ac)	CV	Civic	1.86
LMD	LMD—Low/Medium Density Residential (17 du/ac)	CV	Civic	4.96
MC	MC—Major Commercial	CV	Civic	0.59
MD	MD—Medium Density Residential (30 du/ac)	CV	Civic	8.56
P	P—Public Service Facilities	CV	Civic	113.22
<i>Subtotal Civic</i>				<i>129.71</i>
CC	CC—Community Commercial	LMDR	Low-Medium Density Residential	0.90
CM	CM—Commercial Manufacturing	LMDR	Low-Medium Density Residential	2.03
CR	CR—Commercial Residential (30 du/ac)	LMDR	Low-Medium Density Residential	6.18
LD	LD—Low Density Residential (8 du/ac)	LMDR	Low-Medium Density Residential	2.14
LMD	LMD—Low/Medium Density Residential (17 du/ac)	LMDR	Low-Medium Density Residential	372.90
MC	MC—Major Commercial	LMDR	Low-Medium Density Residential	5.64
MD	MD—Medium Density Residential (30 du/ac)	LMDR	Low-Medium Density Residential	193.71
P	P—Public Service Facilities	LMDR	Low-Medium Density Residential	3.64
TC	TC—Transportation Corridor	LMDR	Low-Medium Density Residential	0.01
<i>Subtotal Low-Medium Density Residential</i>				<i>587.14</i>
MC	MC—Major Commercial	MU-AB	Mixed Use	8.79
MD	MD—Medium Density Residential (30 du/ac)	MU-AB	Mixed Use	0.08
CC	CC—Community Commercial	MU-CC	Mixed Use	30.43
CM	CM—Commercial Manufacturing	MU-CC	Mixed Use	1.02
CR	CR—Commercial Residential (30 du/ac)	MU-CC	Mixed Use	9.76
LMD	LMD—Low/Medium Density Residential (17 du/ac)	MU-CC	Mixed Use	1.98
MD	MD—Medium Density Residential (30 du/ac)	MU-CC	Mixed Use	40.23

Table 1 Summary of Proposed Land Use Designation Changes				
<i>Land Use—Adopted</i>	<i>Land Use—Adopted (Description)</i>	<i>Land Use—Proposed</i>	<i>Land Use—Proposed (Description)</i>	<i>Acres</i>
P	P—Public Service Facilities	MU-CC	Mixed Use	6.37
LMD	LMD—Low/Medium Density Residential (17 du/ac)	MU-MS	Mixed Use	2.43
MC	MC—Major Commercial	MU-MS	Mixed Use	8.26
MD	MD—Medium Density Residential (30 du/ac)	MU-MS	Mixed Use	3.23
CC	CC—Community Commercial	MU-NC	Mixed Use	5.38
CR	CR—Commercial Residential (30 du/ac)	MU-NC	Mixed Use	19.6
LMD	LMD—Low/Medium Density Residential (17 du/ac)	MU-NC	Mixed Use	4.85
MC	MC—Major Commercial	MU-NC	Mixed Use	1.55
MD	MD—Medium Density Residential (30 du/ac)	MU-NC	Mixed Use	4.99
P	P—Public Service Facilities	MU-NC	Mixed Use	0.27
CC	CC—Community Commercial	MU-TOD	Mixed Use	17.84
CM	CM—Commercial Manufacturing	MU-TOD	Mixed Use	13.18
CR	CR—Commercial Residential (30 du/ac)	MU-TOD	Mixed Use	5.94
LMD	LMD—Low/Medium Density Residential (17 du/ac)	MU-TOD	Mixed Use	14.74
MC	MC—Major Commercial	MU-TOD	Mixed Use	6.70
P	P—Public Service Facilities	MU-TOD	Mixed Use	3.62
<i>Subtotal Mixed Use</i>				<i>211.19</i>
P	P—Public Service Facilities	OS	Open Space	200.57
<i>Subtotal Open Space</i>				<i>200.57</i>
Total Acres				1,128.61

Table 2 (Summary of Potential Changes by Use) illustrates the change in overall number of residential units and nonresidential uses that could occur with full build-out of the Specific Plan compared to existing conditions.

Table 2 Summary of Potential Changes by Use			
	<i>Existing</i>	<i>Maximum Build-Out of Specific Plan</i>	<i>Net Potential Change</i>
Residential			
Single-family DU	2,008	2,289	281
Multifamily DU	5,842	10,673	4,831
Total Dwelling Units	7,850	15,312	7,462
Total Nonresidential	3,430,587 sf	6,375,746 sf	2,945,159 sf

Figure 2 (Proposed Regulating Plan/Specific Plan Area) identifies the areas targeted for revitalization in terms of scale and distribution of buildings, uses, transit, services, open space, and other amenities throughout each neighborhood, district, and corridor in the Specific Plan area

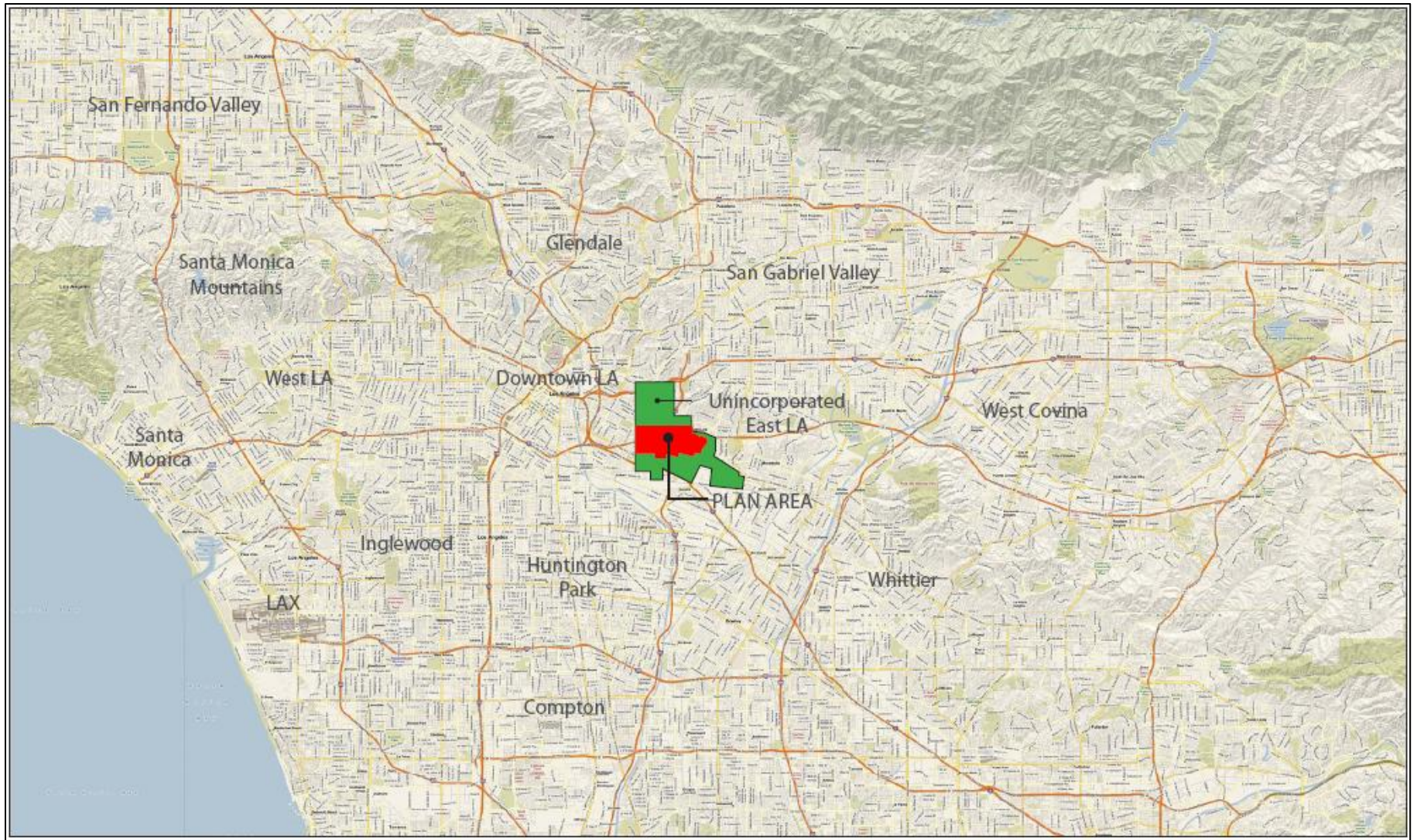


Figure 1 **Regional Location Map**

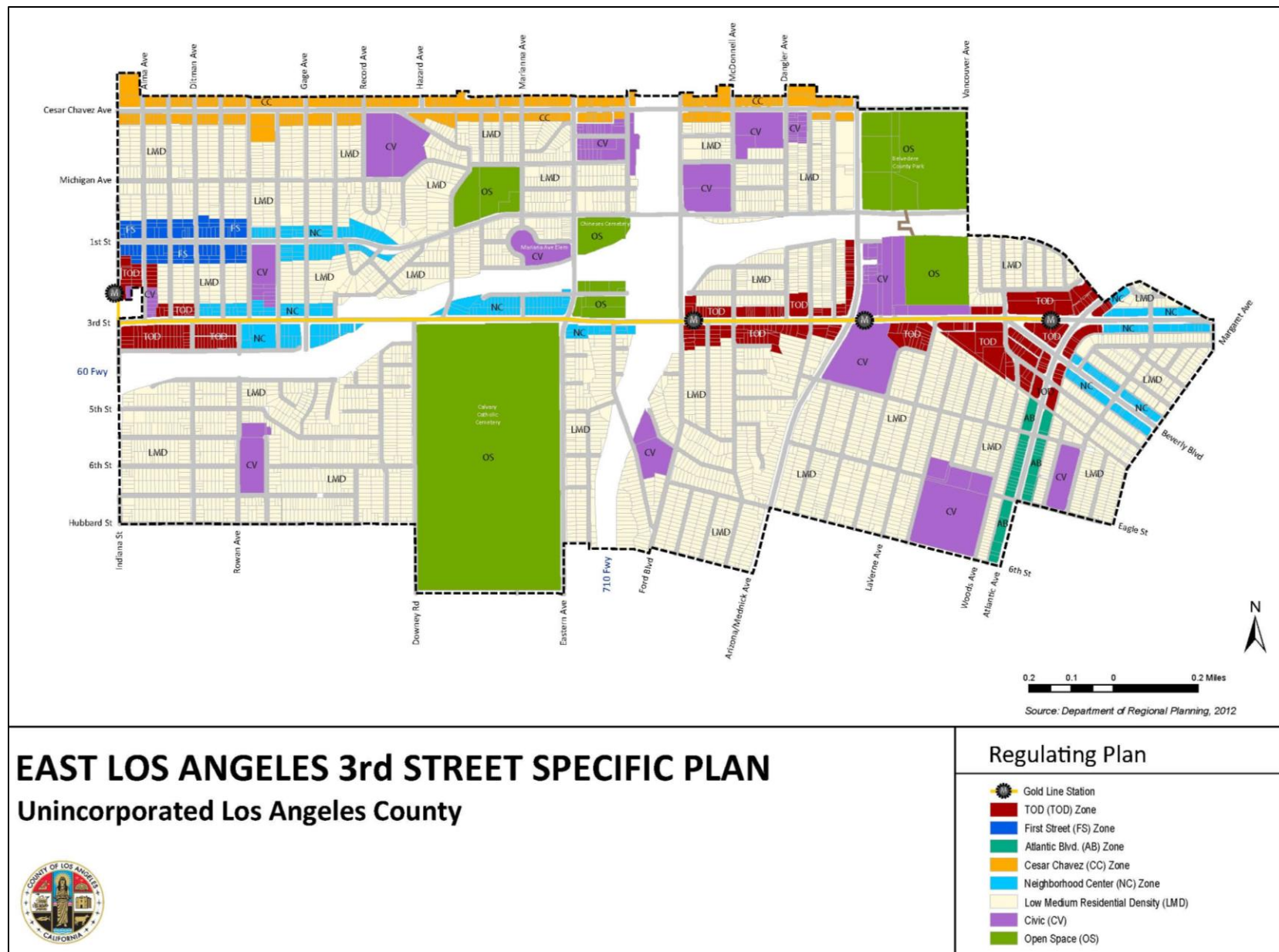


Figure 2 Proposed Regulating Plan/Specific Plan Area

Project Objectives

The following objectives have been identified for the Specific Plan:

- Transform 3rd Street through infill of vacant properties and reuse of underutilized buildings, and transform the areas around the Gold line stations into vibrant, pedestrian-friendly, mixed-use centers;
- Enhance the image of the community through visually attractive and high-quality development that is in scale with the adjoining neighborhoods;
- Protect and enhance the character of residential neighborhoods through streetscape improvements, more open space, and improved property maintenance;
- Cultivate new job creation and economic development;
- Address parking through context-sensitive development regulations and strategies to ensure adequate parking is provided for new uses and for infill development;
- Achieve a balanced mobility system through improvement of pedestrian and bicycle connections to public transit and enhancement of the built environment;
- Increase access to open space and recreation opportunities; and
- Protect and promote local history and culture, including protection of existing cultural and historic resources and opportunities for public art.

The objectives of the Specific Plan are implemented through Plan policies and the development code as well as recommended zone changes enacted concurrently with Plan adoption. Future amendments to the Specific Plan would be processed in accordance with Title 22 of the Los Angeles County Code.

Other public agencies whose approval may be required (e.g., permits, financing approval, or participation agreement):

None for the Specific Plan. Future specific development/redevelopment projects pursuant to the Specific Plan would be subject to approvals by various trustee and regulating agencies, including, but not limited to, the South Coast Air Quality Management District, the Los Angeles Regional Water Quality Control Board, the Department of Toxic Substances Control, and California Fish & Wildlife (formerly California Department of Fish & Game).

Major projects in the vicinity:

<u>Project/Case No.</u>	<u>Description and Status</u>
R2011-01571, 4816 3rd Street (inside Plan area)	CUP to establish a new 24,800-square-foot, two-story community healthcare center that will provide adult and pediatric family practices, optometry, dentistry and other clinical services on a 1.32-acre site in the IT (Institutional) Zone. Minor parking deviation for less than 29% reduction in required parking. Status: APPROVED
R2012-02368, 4125 Whittier Boulevard (adjacent to Plan area)	CUP to establish a 25 unit affordable apartment complex, of which 96% of units are restricted affordable for very low income residents and one nonrestricted manager's unit with a total of 29 covered parking spaces. CUP is for residential use within a commercial zone. Status: PENDING
R2011-01434, 606 Fetterly Avenue (inside Plan area)	CUP to authorize a church in an existing 14,200-square-foot building (church) and an accessory parsonage dwelling unit and a Parking Permit to authorize 36 parking spaces in lieu of the required 75 parking spaces for a church, located in the R-2 zone, East LA CSD, Eastside Unit No. 4 Zoned District. LID exempt. DT/GB exempt. CE Class 1. Status: PENDING

Reviewing Agencies:

Responsible Agencies

- ☐ None
Regional Water Quality Control
Board:
☒ Los Angeles Region
☐ Lahontan Region
☐ Coastal Commission
☐ Army Corps of Engineers

Special Reviewing Agencies

- ☐ None
☐ Santa Monica Mountains
Conservancy
☐ National Parks
☐ National Forest
☐ Edwards Air Force Base
☐ Resource Conservation
District of Santa Monica
Mountains Area
☒ Los Angeles Unified School
District

Regional Significance

- ☐ None
☒ SCAG Criteria
☒ Air Quality
☐ Water Resources
☐ Santa Monica Mtns. Area
☐

Trustee Agencies

- ☐ None
☒ State Dept. of Fish and Game
☐ State Dept. of Parks and
Recreation
☐ State Lands Commission
☐ University of California
(Natural Land and Water
Reserves System)

County Reviewing Agencies

- ☒ DPW:
- Land Development Division
(Grading & Drainage)
- Geotechnical & Materials
Engineering Division
- Watershed Management
Division (NPDES)
- Traffic and Lighting
Division
- Environmental Programs
Division
- Waterworks Division
- Sewer Maintenance Division

- ☒ Fire Department
- Forestry, Environmental
Division
- Planning Division
- Land Development Unit
- Health Hazmat
☒ Sanitation District
☒ Public Health/Environmental
Health Division: Land Use
Program (OWTS), Drinking
Water Program (Private
Wells), Toxics Epidemiology
Program (Noise)
☒ Sheriff Department
☒ Parks and Recreation
☐ Subdivision Committee
☐ County Librarian

ENVIRONMENTAL FACTORS POTENTIALLY AFFECTED

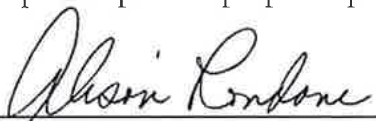
The environmental factors checked below would be potentially affected by this project.

- | | | |
|--|---|---|
| <input checked="" type="checkbox"/> Aesthetics | <input checked="" type="checkbox"/> Greenhouse Gas Emissions | <input checked="" type="checkbox"/> Population/Housing |
| <input type="checkbox"/> Agriculture/Forest | <input checked="" type="checkbox"/> Hazards/Hazardous Materials | <input checked="" type="checkbox"/> Public Services |
| <input checked="" type="checkbox"/> Air Quality | <input checked="" type="checkbox"/> Hydrology/Water Quality | <input checked="" type="checkbox"/> Recreation |
| <input checked="" type="checkbox"/> Biological Resources | <input checked="" type="checkbox"/> Land Use/Planning | <input checked="" type="checkbox"/> Transportation/Traffic |
| <input checked="" type="checkbox"/> Cultural Resources | <input type="checkbox"/> Mineral Resources | <input checked="" type="checkbox"/> Utilities/Services |
| <input checked="" type="checkbox"/> Energy | <input checked="" type="checkbox"/> Noise | <input checked="" type="checkbox"/> Mandatory Findings
of Significance |
| <input checked="" type="checkbox"/> Geology/Soils | | |

DETERMINATION: (To be completed by the Lead Department.)

On the basis of this initial evaluation:

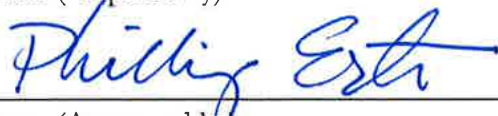
- ☐ I find that the proposed project COULD NOT have a significant effect on the environment, and a NEGATIVE DECLARATION will be prepared.
- ☐ I find that although the proposed project could have a significant effect on the environment, there will not be a significant effect in this case because revisions in the project have been made by or agreed to by the project proponent. A MITIGATED NEGATIVE DECLARATION will be prepared.
- ☒ I find that the proposed project MAY have a significant effect on the environment, and an ENVIRONMENTAL IMPACT REPORT is required.
- ☐ I find that the proposed project MAY have a "potentially significant impact" or "potentially significant unless mitigated" impact on the environment, but at least one effect 1) has been adequately analyzed in an earlier document pursuant to applicable legal standards, and 2) has been addressed by mitigation measures based on the earlier analysis as described on attached sheets. An ENVIRONMENTAL IMPACT REPORT is required, but it must analyze only the effects that remain to be addressed.
- ☐ I find that although the proposed project could have a significant effect on the environment, because all potentially significant effects (a) have been analyzed adequately in an earlier EIR or NEGATIVE DECLARATION pursuant to applicable standards, and (b) have been avoided or mitigated pursuant to that earlier EIR or NEGATIVE DECLARATION, including revisions or mitigation measures that are imposed upon the proposed project, nothing further is required.



Signature (Prepared by)

July 1, 2013

Date



Signature (Approved by)

7-1-13

Date

Evaluation of Environmental Impacts:

- 1) A brief explanation is required for all answers except "No Impact" answers that are adequately supported by the information sources the Lead Department cites in the parentheses following each question. A "No Impact" answer is adequately supported if the referenced information sources show that the impact simply does not apply to projects like the one involved (e.g., the project falls outside a fault rupture zone). A "No Impact" answer should be explained where it is based on project-specific factors as well as general standards (e.g., the project will not expose sensitive receptors to pollutants, based on a project-specific screening analysis).
- 2) All answers must take account of the whole action involved, including off-site as well as on-site, cumulative as well as project-level, indirect as well as direct, and construction as well as operational impacts.
- 3) Once the Lead Department has determined that a particular physical impact may occur, then the checklist answers must indicate whether the impact is potentially significant, less than significant with mitigation, or less than significant. "Potentially Significant Impact" is appropriate if there is substantial evidence that an effect may be significant. If there are one or more "Potentially Significant Impact" entries when the determination is made, an EIR is required.
- 4) "Negative Declaration: Less Than Significant With Mitigation Incorporated" applies where the incorporation of mitigation measures has reduced an effect from "Potentially Significant Impact" to a "Less Than Significant Impact." The lead agency must describe the mitigation measures, and briefly explain how they reduce the effect to a less than significant level. (Mitigation measures from Section XVII, "Earlier Analyses," may be cross-referenced.)
- 5) Earlier analyses may be used where, pursuant to the tiering, program EIR, or other CEQA processes, an effect has been adequately analyzed in an earlier EIR or negative declaration. (State CEQA Guidelines § 15063(c)(3)(D).) In this case, a brief discussion should identify the following:
 - a) Earlier Analysis Used. Identify and state where they are available for review.
 - b) Impacts Adequately Addressed. Identify which effects from the above checklist were within the scope of, and adequately analyzed in, an earlier document pursuant to applicable legal standards, and state whether such effects were addressed by mitigation measures based on the earlier analysis.
 - c) Mitigation Measures. For effects that are "Less than Significant with Mitigation Measures Incorporated," describe the mitigation measures which were incorporated or refined from the earlier document and the extent to which they address site-specific conditions for the project.
- 6) Supporting Information Sources: A source list should be attached, and other sources used or individuals contacted should be cited in the discussion.
- 7) The explanation of each issue should identify: the significance threshold, if any, used to evaluate each question, and; mitigation measures identified, if any, to reduce the impact to less than significance. Sources of thresholds include the County General Plan, other County planning documents, and County ordinances. Some thresholds are unique to geographical locations.
- 8) Climate Change Impacts: When determining whether a project's impacts are significant, the analysis should consider, when relevant, the effects of future climate change on : 1) worsening hazardous conditions that pose risks to the project's inhabitants and structures (e.g., floods and wildfires), and 2) worsening the project's impacts on the environment (e.g., impacts on special status species and public health).

1. AESTHETICS

<i>Potentially Significant Impact</i>	<i>Less Than Significant Impact with Mitigation Incorporated</i>	<i>Less Than Significant Impact</i>	<i>No Impact</i>
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Would the project:

- a) Have a substantial adverse effect on a scenic vista? ☒ ☐ ☐ ☐

Potentially Significant Impact. The Specific Plan area is in the geographic center of East Los Angeles and is surrounded on all sides by urban development. The topography is generally flat throughout the Specific Plan Area. There are intermittent views of distant mountains to the north and east, but these vistas are primarily blocked by intervening development and there is no public area from which panoramic views of these features are held. The Specific Plan could increase building heights along the identified corridors and around the Gold Line station areas. The Specific Plan's *potentially significant* impacts on scenic vistas will be evaluated in the EIR.

- b) Be visible from or obstruct views from a regional riding or hiking trail? ☐ ☐ ☐ ☒

No Impact. The closest regional riding or hiking trail is located in Griffith Park in the Los Feliz area of Los Angeles, approximately 10 miles north of the Specific Plan area. The Specific Plan area is not readily visible from this area, and redevelopment as a result of the Specific Plan would not be visible from or obstruct views from this hiking and equestrian area. There would be *no impact*.

- c) Substantially damage scenic resources, including, but not limited to, trees, rock outcroppings, and historic buildings within a state scenic highway? ☐ ☐ ☐ ☒

No Impact. There are no state scenic highways in the vicinity of the Specific Plan area. The nearest designated scenic highway is the historic Arroyo Parkway, which is the north extension of I-110 and is north of the City of Los Angeles. There are no other scenic resources that could be affected by implementation of the Specific Plan. There would be *no impact*.

- d) Substantially degrade the existing visual character or quality of the site and its surroundings because of height, bulk, pattern, scale, character, or other features? ☒ ☐ ☐ ☐

Potentially Significant Impact. The Plan provides a framework for future development in the Specific Plan area, concentrated along the Cesar Chavez, Atlantic Boulevard, and 3rd Street corridors, and around the four Metro Gold Line stations. As noted, above, the Plan defines a vision and establishes standards and strategies for the revitalization of the East Los Angeles community using the principles of transit-oriented development (TOD). TOD takes advantage of its location near transit to create a vibrant community, walkable streets, and safe access to transit. Components include vibrant and diverse commercial corridors; well-designed buildings, attractive streetscapes, and engaging public spaces; multi-modal streets accommodating pedestrians, bicyclists, and motor vehicles; a mix of uses, with residential and employment densities that support transit use; and a range of housing options. The Plan proposes eight zones, five of which are mixed use with discrete development and design standards. The *potentially significant* impact with regard to visual character and quality will be analyzed in the EIR.

	<i>Potentially Significant Impact</i>	<i>Less Than Significant Impact with Mitigation Incorporated</i>	<i>Less Than Significant Impact</i>	<i>No Impact</i>
e) Create a new source of substantial shadows, light, or glare which would adversely affect day or nighttime views in the area?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

Potentially Significant Impact. As noted, the Specific Plan provides a framework for future infill development and redevelopment in the Specific Plan area. New structures, particularly those on currently vacant or underutilized parcels, would result in an increase in the shadows, light, and glare in the Plan area. While the Plan area is highly urbanized and is surrounded by a highly urbanized community given its location in the central portion of the East Los Angeles community, the ***potentially significant*** impact of development under the Specific Plan to increase shadows, light, and glare will be analyzed in the EIR.

2. AGRICULTURE / FOREST

In determining whether impacts to agricultural resources are significant environmental effects, lead agencies may refer to the California Agricultural Land Evaluation and Site Assessment Model (1997) prepared by the California Department of Conservation as an optional model to use in assessing impacts on agriculture and farmland. In determining whether impacts to forest resources, including timberland, are significant environmental effects, lead agencies may refer to information compiled by the California Department of Forestry and Fire Protection regarding the state's inventory of forest land, including the Forest and Range Assessment Project and the Forest Legacy Assessment project; and forest carbon measurement methodology provided in Forest Protocols adopted by the California Air Resources Board.

<i>Potentially Significant Impact</i>	<i>Less Than Significant Impact with Mitigation Incorporated</i>	<i>Less Than Significant Impact</i>	<i>No Impact</i>
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Would the project:

- a) **Convert Prime Farmland, Unique Farmland, or Farmland of Statewide Importance (Farmland), as shown on the maps prepared pursuant to the Farmland Mapping and Monitoring Program of the California Resources Agency, to non-agricultural use?**

<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
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No Impact. There is no land designated as Prime or Unique Farmland or Farmland of Statewide Importance in the Specific Plan area or in the adjacent communities. There would be ***no impact***.

- b) **Conflict with existing zoning for agricultural use, with a designated Agricultural Opportunity Area, or with a Williamson Act contract?**

<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
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No Impact. There are no parcels in the Specific Plan area that are zoned for agricultural use, located in an Agricultural Opportunity Area, or subject to a Williamson Act contract. There would be ***no impact***.

- c) **Conflict with existing zoning for, or cause rezoning of, forest land (as defined in Public Resources Code § 12220 (g)), timberland (as defined in Public Resources Code § 4526), or timberland zoned Timberland Production (as defined in Government Code § 51104(g))?**

<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
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No Impact. There is no land zoned for forest or timberland in the Specific Plan area or in the adjacent communities. There would be ***no impact***.

- d) **Result in the loss of forest land or conversion of forest land to non-forest use?**

<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
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No Impact. There is no land zoned as forest land in the Specific Plan area or in the adjacent communities. There would be ***no impact***.

	<i>Potentially Significant Impact</i>	<i>Less Than Significant Impact with Mitigation Incorporated</i>	<i>Less Than Significant Impact</i>	<i>No Impact</i>
e) Involve other changes in the existing environment which, due to their location or nature, could result in conversion of Farmland, to non-agricultural use or conversion of forest land to non-forest use?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

No Impact. The Specific Plan area is in an intensely urbanized area and implementation of the Specific Plan would not result in any changes in the environment that could result in conversion of Farmland or forest land. There would be *no impact*.

3. AIR QUALITY

Where available, the significance criteria established by the applicable air quality management or air pollution control district may be relied upon to make the following determinations.

	<i>Potentially Significant Impact</i>	<i>Less Than Significant Impact with Mitigation Incorporated</i>	<i>Less Than Significant Impact</i>	<i>No Impact</i>
Would the project:				
a) Conflict with or obstruct implementation of applicable air quality plans of either the South Coast AQMD (SCAQMD) or the Antelope Valley AQMD (AVAQMD)?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

Potentially Significant Impact. Implementation of the Specific Plan would result in intensification of development that could result in increase in air pollutant emissions and conflict with the SCAQMD Air Quality Management Plan (AQMP). It should be noted that the Plan provides for TOD, which would be expected to reduce vehicle miles traveled and, thus, reduce operational air emissions from vehicle exhaust. Based on the traffic impact study to be prepared for the Plan, air quality modeling will be done to quantify the potential emissions from operation of development under the Plan. As the South Coast Air Basin is in nonattainment for certain criteria pollutants (RO_x, NO_x, and PM), construction activities can exceed daily thresholds of significance established by the SCAQMD. This is a potentially significant impact. The construction and operational impacts of implementation of the Specific Plan will be quantified and analyzed in the EIR to determine whether the Plan would result in conflict with or obstruction of implementation of the AQMP.

b) Violate any air quality standard or contribute substantially to an existing or projected air quality violation?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
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Potentially Significant Impact. Development pursuant to the Specific Plan could result in violation of air quality standards or contribute to an existing or projected air quality violation either during construction or operation. This potentially significant impact will be quantified and analyzed in the EIR.

c) Result in a cumulatively considerable net increase of any criteria pollutant for which the project region is non-attainment under an applicable federal or state ambient air quality standard (including releasing emissions which exceed quantitative thresholds for ozone precursors)?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
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Potentially Significant Impact. Development pursuant to the Specific Plan could result in a cumulatively considerable net increase of a criteria pollutant during construction or operation. This potentially significant impact will be quantified and analyzed in the EIR.

	<i>Potentially Significant Impact</i>	<i>Less Than Significant Impact with Mitigation Incorporated</i>	<i>Less Than Significant Impact</i>	<i>No Impact</i>
d) Expose sensitive receptors to substantial pollutant concentrations?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

Potentially Significant Impact. Development pursuant to the Specific Plan could expose sensitive receptors to substantial pollutant concentrations, particularly where development would occur adjacent to area freeways. This potentially significant impact will be quantified and analyzed in the EIR.

e) Create objectionable odors affecting a substantial number of people?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
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No Impact. The types of uses allowed in the Specific Plan would not be expected to create objectionable odors. Plan standards require that trash receptacles be covered and screened, and no industrial uses would be permitted in the Specific Plan area. Therefore, there would be no impact, and further analysis is not required.

4. BIOLOGICAL RESOURCES

	<i>Potentially Significant Impact</i>	<i>Less Than Significant Impact with Mitigation Incorporated</i>	<i>Less Than Significant Impact</i>	<i>No Impact</i>
Would the project:				
a) Have a substantial adverse effect, either directly or through habitat modifications, on any species identified as a candidate, sensitive, or special status species in local or regional plans, policies, or regulations, or by the California Department of Fish and Wildlife (CDFW) or U.S. Fish and Wildlife Service (USFWS)?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
<p>Potentially Significant Impact. There are likely no habitats in the Specific Plan area for species identified as candidate, sensitive, or special status, as the Specific Plan area is in a highly urbanized portion of southern California. However, field reconnaissance and database searches will be performed and this <i>potentially significant</i> impact will be analyzed in the EIR.</p>				
b) Have a substantial adverse effect on any sensitive natural communities (e.g., riparian habitat, coastal sage scrub, oak woodlands, non-jurisdictional wetlands) identified in local or regional plans, policies, regulations or by CDFW or USFWS?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
<p>No Impact. There are no sensitive natural communities in the Specific Plan area or in the adjacent communities. The Specific Plan area is in a highly urbanized portion of southern California. There would be <i>no impact</i>.</p>				
c) Have a substantial adverse effect on federally or state protected wetlands (including, but not limited to, marshes, vernal pools, coastal wetlands, and drainages) or waters of the United States, as defined by § 404 of the federal Clean Water Act or California Fish & Game code §§ 1600, et seq. through direct removal, filling, hydrological interruption, or other means?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
<p>No Impact. There are no wetlands, marshes, vernal pools, drainages, or waters of the United States in the Specific Plan area. There would be <i>no impact</i>.</p>				
d) Interfere substantially with the movement of any native resident or migratory fish or wildlife species or with established native resident or migratory wildlife corridors, or impede the use of native wildlife nursery sites?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
<p>Potentially Significant Impact. The Specific Plan area is highly disturbed, with minimal vegetation located in a built-out urban environment. Due to the developed nature of the Plan area and the surrounding</p>				

	<i>Potentially Significant Impact</i>	<i>Less Than Significant Impact with Mitigation Incorporated</i>	<i>Less Than Significant Impact</i>	<i>No Impact</i>
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communities as well as the urban nature of the area, it is unlikely that any substantial wildlife movement currently occurs through the Specific Plan area. However, some trees in the Specific Plan area could be used as nesting habitat by migratory birds. The migratory avian species that could use trees in the Specific Plan area for nesting during the breeding season are protected under the Migratory Bird Treaty Act (MBTA). Specifically, all native breeding birds (except game birds), regardless of their listing status, are protected under the MBTA (16 USC, Sec. 703, Supp. I, 1989). The MBTA protects over 800 species, including geese, ducks, shorebirds, raptors, songbirds, and many relatively common species. Implementation of the Plan could result in the removal of some or all of these trees. Field reconnaissance will be performed to determine whether there are trees in the Specific Plan area that could provide suitable nesting habitat for migratory birds, as well as a database search. This *potentially significant* impact will be evaluated in the EIR.

- e) Convert oak woodlands (as defined by the state, oak woodlands are oak stands with greater than 10% canopy cover with oaks at least 5 inch in diameter measured at 4.5 feet above mean natural grade) or otherwise contain oak or other unique native trees (junipers, Joshuas, southern California black walnut, etc.)? ☐ ☐ ☐ ☒

No Impact. There are no oak woodlands in the Specific Plan area. Therefore, there would be *no impact*.

- f) Conflict with any local policies or ordinances protecting biological resources, including Wildflower Reserve Areas (L.A. County Code, Title 12, Ch. 12.36), the Los Angeles County Oak Tree Ordinance (L.A. County Code, Title 22, Ch. 22.56, Part 16), the Significant Ecological Areas (SEAs) (L.A. County Code, Title 22, § 22.56.215), and Sensitive Environmental Resource Areas (SERAs) (L.A. County Code, Title 22, Ch. 22.44, Part 6)? ☐ ☐ ☐ ☒

No Impact. The Specific Plan area is not in a Wildflower Reserve area, a SEA, or a SERA, nor are there protected oak trees in the Specific Plan area. Therefore, there would be *no impact*.

- g) Conflict with the provisions of an adopted state, regional, or local habitat conservation plan? ☐ ☐ ☐ ☒

No Impact. There is no adopted Habitat Conservation Plan, Natural Communities Conservation Plan, or other approved local, regional, or state habitat conservation plan that is applicable to the Specific Plan area. Therefore, implementation of the Plan would not conflict with a Habitat Conservation Plan, Natural Communities Conservation Plan, or other approved local, regional, or state habitat conservation plan, and *no impact* would occur.

5. CULTURAL RESOURCES

<i>Potentially Significant Impact</i>	<i>Less Than Significant Impact with Mitigation Incorporated</i>	<i>Less Than Significant Impact</i>	<i>No Impact</i>
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Would the project:

- a) Cause a substantial adverse change in the significance of a historical resource as defined in CEQA Guidelines § 15064.5?

<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
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Potentially Significant Impact. The State Historic Resources Commission has four criteria for listing on the California Register of Historical Resources, as follows:¹

- Associated with events that have made a significant contribution to the broad patterns of local or regional history or the cultural heritage of California or the United States (Criterion 1).
- Associated with the lives of persons important to local, California or national history (Criterion 2).
- Embodies the distinctive characteristics of a type, period, region or method of construction or represents the work of a master or possesses high artistic values (Criterion 3).
- Has yielded, or has the potential to yield, information important to the prehistory or history of the local area, California or the nation (Criterion 4).

In addition, CEQA Guidelines Section 15064.5 defines (1) a mandatory historical resource as a resource listed in or determined to be eligible by the State Historic Resources Commission for listing in the California Register of Historical Resources; (2) a presumptive historical resource as a resource listed in a local register of historical resources or identified as significant in a historical resource survey meeting certain state guidelines; or (3) a discretionary historical resource as an object, building, structure, site area, place, record, or manuscript which a lead agency determines to be significant in the architectural, engineering, scientific, economic, agricultural, educational, social, political, military, or cultural annals of California, provided that the lead agency's determination is supported by substantial evidence in light of the whole record.

Development pursuant to the Plan could result in changes in historical resources in the Plan area that could be adverse. While there are no identified Historic Resource Sites in the Specific Plan area per the General Plan, it is possible that one or more structures may become eligible for listing during the life of the Specific Plan. This *potentially significant* impact will be analyzed in the EIR.

- b) Cause a substantial adverse change in the significance of an archaeological resource pursuant to CEQA Guidelines § 15064.5?

<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
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Potentially Significant Impact. The Specific Plan area has already been subject to extensive disruption during development over many years and is fully urbanized (with the exception of the open space in the area cemeteries). Any archaeological resources that may have existed at one time have likely been previously disturbed due to previous development during the years before modern archaeological studies and the application of environmental protection for cultural resources. Nonetheless, construction activities associated with specific projects pursuant to the Specific Plan would have the potential to unearth

¹ California State Parks, Office of Historic Preservation, *California Register*, http://www.ohp.parks.ca.gov/?page_id=21238 (accessed March 14, 2012).

	<i>Potentially Significant Impact</i>	<i>Less Than Significant Impact with Mitigation Incorporated</i>	<i>Less Than Significant Impact</i>	<i>No Impact</i>
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undocumented resources. Therefore, the potential for damage to, or destruction of, these resources would be a ***potentially significant*** impact and will be analyzed in the EIR.

- c) Directly or indirectly destroy a unique paleontological resource or site or unique geologic feature, or contain rock formations indicating potential paleontological resources? ☒ ☐ ☐ ☐

Potentially Significant Impact. The Plan area has been subject to extensive disruption due to previous development. Any paleontological resources that may have existed at one time have likely been disturbed. Construction activities associated with development pursuant to the Specific Plan would have the potential to unearth undocumented resources, a ***potentially significant*** impact that will be analyzed in the EIR.

- d) Disturb any human remains, including those interred outside of formal cemeteries? ☒ ☐ ☐ ☐

Potentially Significant Impact. Human burials, in addition to being potential archaeological resources, have specific provisions for treatment in Public Resources Code (PRC) §5097. Disturbing human remains would destroy the resources and could potentially violate the health code. The Health and Safety Code (§7050.5, §7051, and §7054) has specific provisions for the protection of human burial remains. Existing regulations address the illegality of interfering with human burial remains, protect them from disturbance, vandalism, or destruction, and establish procedures to be implemented if Native American skeletal remains are discovered. PRC §5097.98 also addresses the disposition of Native American burials, protects such remains, and establishes the Native American Heritage Commission to resolve any related disputes. This ***potentially significant*** impact will be evaluated in the EIR.

6. ENERGY

<i>Potentially Significant Impact</i>	<i>Less Than Significant Impact with Mitigation Incorporated</i>	<i>Less Than Significant Impact</i>	<i>No Impact</i>
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Would the project:

- a) Conflict with Los Angeles County Green Building Ordinance (L.A. County Code Title 22, Ch. 22.52, Part 20 and Title 21, § 21.24.440) or Drought Tolerant Landscaping Ordinance (L.A. County Code, Title 21, § 21.24.430 and Title 22, Ch. 22.52, Part 21)?

<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
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Potentially Significant Impact. Implementation of the Specific Plan would involve new infill development and renovation of existing structures, the characteristics of which could conflict with the Green Building Ordinance or Drought-Tolerance Landscaping Ordinance. This *potentially significant* impact will be evaluated in the EIR.

- b) Involve the inefficient use of energy resources (see [Appendix F](#) of the CEQA Guidelines)?

<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
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Potentially Significant Impact. Implementation of the Specific Plan would involve new infill development and renovation of existing structures, the characteristics of which could result in inefficient use of energy resources. This *potentially significant* impact will be evaluated in the EIR.

7. GEOLOGY AND SOILS

<i>Potentially Significant Impact</i>	<i>Less Than Significant Impact with Mitigation Incorporated</i>	<i>Less Than Significant Impact</i>	<i>No Impact</i>
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Would the project:

a) Expose people or structures to potential substantial adverse effects, including the risk of loss, injury, or death involving:

i) Rupture of a known earthquake fault, as delineated on the most recent Alquist-Priolo Earthquake Fault Zoning Map issued by the State Geologist for the area or based on other substantial evidence of a known active fault trace? Refer to Division of Mines and Geology Special Publication 42.

<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
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No Impact. While there are numerous fault traces in East Los Angeles, the Specific Plan area is not located within an Alquist-Priolo (AP) Earthquake Fault Zone. The nearest AP Fault Zones run east-west from South Pasadena to Monrovia and north-south in a small segment in El Monte.² Therefore, there would be *no impact*.

ii) Strong seismic ground shaking?

<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
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Potentially Significant Impact. The East Los Angeles area is underlain by numerous known active fault traces, and the Plan area could be subject to strong seismic ground shaking in the event of a seismic event. This *potentially significant* impact will be analyzed in the EIR.

iii) Seismic-related ground failure, including liquefaction and lateral spreading?

<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
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Potentially Significant Impact. The Specific Plan area is not within or adjacent to an identified liquefaction or other seismic hazard area as identified on the Seismic Hazard Zone Map of the Department of Conservation for the Los Angeles quadrangle.³ The nearest identified seismic hazard zone to the Specific Plan area is in the City of Commerce to the south and Monterey Park to the north. However, site-specific geotechnical reports that may be required for specific development under the Specific Plan may identify discrete areas of liquefaction and soils susceptible to lateral spreading. This *potentially significant* impact as a result of seismic-related ground failure will be evaluated in the EIR.

iv) Landslides?

<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
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No Impact. Landslides are a type of erosion in which masses of earth and rock move down slope as a single unit. Susceptibility of slopes to landslides and other forms of slope failure depend on several factors, including steep slopes, condition of rock and soil materials, presence of water, formational contacts, geologic shear zones, and seismic activity. According to the California Seismic Hazard Zones Map, Van

² http://cluster3.lib.berkeley.edu/EART/UONLY/CDMG/south/socal_index.pdf. Accessed 1/9/2013.

³ California Department of Conservation, California Seismic Hazard Zones Map, Los Angeles Quadrangle (1999), http://gmw.consrv.ca.gov/shmp/download/pdf/ozn_la.pdf (accessed January 9, 2013).

	<i>Potentially Significant Impact</i>	<i>Less Than Significant Impact with Mitigation Incorporated</i>	<i>Less Than Significant Impact</i>	<i>No Impact</i>
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Nuys Quadrangle, the Plan area is not located within an area identified by the California Geologic Survey as a landside zone.⁴ Therefore, landslides are not considered a geologic constraint. ***No impact*** would occur.

- b) Result in substantial soil erosion or the loss of topsoil? ☒ ☐ ☐ ☐

Potentially Significant Impact. Implementation of development pursuant to the Specific Plan could result in substantial soil erosion or the loss of topsoil. Construction of development pursuant to the Plan could result in ground surface disturbance during excavation, grading, and trenching that could create the potential for soil erosion to occur. Site preparation would require removal of all vegetation, the existing structure(s), any unsuitable fill, and asphalt and concrete paving, exposing pervious surfaces to the elements. Construction could in some instances increase impervious surfaces on a given site compared to existing conditions. This ***potentially significant*** impact will be evaluated in the EIR.

- c) Be located on a geologic unit or soil that is unstable, or that would become unstable as a result of the project, and potentially result in on- or off-site landslide, lateral spreading, subsidence, liquefaction or collapse? ☒ ☐ ☐ ☐

Potentially Significant Impact. The Specific Plan area is not known to be located on a geologic unit or soil that is unstable. However, site-specific geotechnical reports prepared for development pursuant to the Specific Plan may reveal the presence of discrete areas of unstable soils that could require mitigation. This ***potentially significant*** impact will be evaluated in the EIR.

- d) Be located on expansive soil, as defined in Table 18-1-B of the Uniform Building Code (1994), creating substantial risks to life or property? ☒ ☐ ☐ ☐

Potentially Significant Impact. The Specific Plan area is not known to be located on expansive soils.. However, site-specific geotechnical reports prepared for development pursuant to the Specific Plan may reveal the presence of discrete areas of expansive soils that could require mitigation. This ***potentially significant*** impact will be evaluated in the EIR.

- e) Have soils incapable of adequately supporting the use of onsite wastewater treatment systems where sewers are not available for the disposal of wastewater? ☐ ☐ ☐ ☒

No Impact. All development pursuant to the Specific Plan would be required to connect to the County sewer system and there would be no alternative wastewater treatment or disposal systems for any development pursuant to the Specific Plan. There would be ***no impact***.

⁴ California Department of Conservation, California Seismic Hazard Zones Map, Los Angeles Quadrangle (1999), http://gmw.consrv.ca.gov/shmp/download/pdf/ozn_la.pdf (accessed January 9, 2013).

	<i>Potentially Significant Impact</i>	<i>Less Than Significant Impact with Mitigation Incorporated</i>	<i>Less Than Significant Impact</i>	<i>No Impact</i>
f) Conflict with the Hillside Management Area Ordinance (L.A. County Code, Title 22, § 22.56.215) or hillside design standards in the County General Plan Conservation and Open Space Element?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

No Impact. The Specific Plan area is not within a Hillside Management Area and would not be subject to this ordinance. There would be *no impact*.

8. GREENHOUSE GAS EMISSIONS

<i>Potentially Significant Impact</i>	<i>Less Than Significant Impact with Mitigation Incorporated</i>	<i>Less Than Significant Impact</i>	<i>No Impact</i>
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Would the project:

- a) Generate greenhouse gas (GHGs) emissions, either directly or indirectly, that may have a significant impact on the environment?

☒☐☐☐

Potentially Significant Impact. Implementation of the Specific Plan could result in land use intensification that would increase the amount of greenhouse gas emissions (GHGs), although it is anticipated that the TOD emphasis would actually reduce GHGs compared to existing conditions. This *potentially significant* impact will be evaluated in the EIR.

- b) Conflict with any applicable plan, policy, or regulation adopted for the purpose of reducing the emissions of greenhouse gases?

☒☐☐☐

Potentially Significant Impact. Implementation of the Specific Plan could conflict with an applicable plan, policy, or regulation adopted for the purpose of reducing the emissions of GHGs, although it is anticipated that the TOD emphasis would actually reduce GHGs compared to existing conditions. This *potentially significant* impact will be evaluated in the EIR.

9. HAZARDS AND HAZARDOUS MATERIALS

<i>Potentially Significant Impact</i>	<i>Less Than Significant Impact with Mitigation Incorporated</i>	<i>Less Than Significant Impact</i>	<i>No Impact</i>
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Would the project:

- a) Create a significant hazard to the public or the environment through the routine transport, storage, production, use, or disposal of hazardous materials?

<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
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Potentially Significant Impact. The Plan would allow TOD around the Metro Gold Line stations as well as provide for a regulating framework for infill development/redevelopment along the Cesar Chavez, 3rd Street, 1st Street, and Atlantic Boulevard corridors. The four station areas along 3rd Street would be transformed into transit centers, with a mix of uses. The types of uses allowed by the Plan would not be expected to routinely transport, store, produce, use, or dispose of large amounts of hazardous materials that could create a significant hazard to the public or the environment. However, the proposed uses would routinely use household chemicals such as detergents and other cleaning agents, and some residential uses would be in proximity or adjacent to the Pomona Freeway, along which hazardous materials could be transported. This *potentially significant* impact will be analyzed in the EIR.

- b) Create a significant hazard to the public or the environment through reasonably foreseeable upset and accident conditions involving the release of hazardous materials or waste into the environment?

<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
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Potentially Significant Impact. See subsection a) above. The proximity of planned uses to the Pomona Freeway would expose residents to a hazard through reasonably foreseeable upset and accident conditions. This *potentially significant* impact will be analyzed in the EIR.

- c) Emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of sensitive land uses?

<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
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Potentially Significant Impact. The proposed uses would not be anticipated to emit hazardous emissions or handle hazardous or acutely hazardous materials. However, certainly establishments such as dry cleaners could occur within the Specific Plan area that could emit hazardous emissions within 0.25 mile of sensitive land uses, including schools, residential uses, and medical facilities. This *potentially significant* impact will be analyzed in the EIR.

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| d) Be located on a site that is included on a list of hazardous materials sites compiled pursuant to Government Code § 65962.5 and, as a result, would it create a significant hazard to the public or the environment? | <input checked="" type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |

Potentially Significant Impact. A hazardous materials database search may identify hazardous materials sites in the Specific Plan area or adjacent communities that could create a hazard to the public or the environment. This *potentially significant* impact will be analyzed in the EIR.

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| e) For a project located within an airport land use plan, or where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project result in a safety hazard for people residing or working in the project area? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
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No Impact. The Specific Plan area is not located within the influence area of an airport land use plan or within 2 miles of a public airport or public use airport. The nearest airport to the Specific Plan area is Los Angeles International Airport and the Compton-Woodley Airport, which are 14 and 10 miles, respectively, from the closest boundary of the Plan area. There would be *no impact* and no further analysis is required.

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|---|--------------------------|--------------------------|--------------------------|-------------------------------------|
| f) For a project within the vicinity of a private airstrip, would the project result in a safety hazard for people residing or working in the project area? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
|---|--------------------------|--------------------------|--------------------------|-------------------------------------|

No Impact. The Specific Plan area does not contain a private airstrip, nor is there any private airstrip in the vicinity of the Plan area. There would be *no impact* and no further analysis is required.

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| g) Impair implementation of, or physically interfere with, an adopted emergency response plan or emergency evacuation plan? | <input checked="" type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
|---|-------------------------------------|--------------------------|--------------------------|--------------------------|

Potentially Significant Impact. Implementation of the Specific Plan could result in changes in emergency access or traffic patterns that could adversely affect an adopted emergency response plan or emergency evacuation plan. This *potentially significant* impact will be analyzed in the EIR.

- h) Expose people or structures to a significant risk of loss, injury or death involving fires, because the project is located:

- | | | | | |
|--|--------------------------|--------------------------|--------------------------|-------------------------------------|
| i) within a Very High Fire Hazard Severity Zones (Zone 4)? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
|--|--------------------------|--------------------------|--------------------------|-------------------------------------|

No Impact. No portion of the Specific Plan area is located within a Very High Fire Hazard Severity Zone. There would be *no impact* and no further analysis is required.

	<i>Potentially Significant Impact</i>	<i>Less Than Significant Impact with Mitigation Incorporated</i>	<i>Less Than Significant Impact</i>	<i>No Impact</i>
ii) within a high fire hazard area with inadequate access?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

No Impact. No portion of the Specific Plan area is located within a high fire hazard area. Therefore, there would be ***no impact*** and no further analysis is required.

iii) within an area with inadequate water and pressure to meet fire flow standards?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
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Potentially Significant Impact. Implementation of the Plan may require upsizing existing water lines where proposed demand exceeds available water flow and adding fire hydrants as necessary to provide proposed building fire protection per current Codes and Regulations. This ***potentially significant*** impact will be analyzed in the EIR.

iv) within proximity to land uses that have the potential for dangerous fire hazard?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
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Potentially Significant Impact. Future development in the Specific Plan area could be in proximity to land uses that have the potential for dangerous fire hazard. This could include industrial uses that are located in the adjacent communities. This ***potentially significant*** impact will be analyzed in the EIR.

i) Does the proposed use constitute a potentially dangerous fire hazard?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
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No Impact. The Plan would allow for infill development of mixed uses and TOD, which would not include uses that would constitute a potentially dangerous fire hazard. There would be ***no impact*** and no further analysis is required.

10. HYDROLOGY AND WATER QUALITY

	<i>Potentially Significant Impact</i>	<i>Less Than Significant Impact with Mitigation Incorporated</i>	<i>Less Than Significant Impact</i>	<i>No Impact</i>
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Would the project:

- a) Violate any water quality standards or waste discharge requirements?

<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
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Potentially Significant Impact. Runoff from the Specific Plan area would be discharged into the Los Angeles County Flood Control District facilities and ultimately into the Los Angeles River. There is no large-scale water treatment facility in the Specific Plan area. Wastewater flows through local sewer mains maintained by Los Angeles County Department of Public Works and is received at the Joint Water Pollution Control Plant located in Carson. The Los Angeles County Sewer Maintenance Division has identified maintenance issues with a few local mains. Development pursuant to the Specific Plan could violate water quality standards or waste discharge requirements. This *potentially significant* impact will be analyzed in the EIR.

- b) Substantially deplete groundwater supplies or interfere substantially with groundwater recharge such that there would be a net deficit in aquifer volume or a lowering of the local groundwater table level (e.g., the production rate of pre-existing nearby wells would drop to a level which would not support existing land uses or planned uses for which permits have been granted)?

<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
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Potentially Significant Impact. The Specific Plan area is serviced by the East Los Angeles District of the California Water Service Company (Cal Water). The East Los Angeles District water system currently includes 10 active wells, 29 booster pumps, 16 storage tanks, and three Metropolitan Water District connections. The Specific Plan area could be located in an area of groundwater recharge. While it is not anticipated that the Plan would substantially deplete groundwater supplies or interfere substantially with groundwater recharge, development pursuant to the Specific Plan could result in a demand for water that could deplete groundwater supplies. This *potentially significant* impact will be analyzed in the EIR.

- c) Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river, in a manner which would result in substantial erosion or siltation on- or off-site?

<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
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Potentially Significant Impact. Implementation of the Specific Plan would result in infill development or redevelopment that could alter the existing drainage pattern in the Specific Plan area and result in substantial erosion or siltation. This *potentially significant* impact will be analyzed in the EIR.

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| d) Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river, or substantially increase the rate or amount of surface runoff in a manner which would result in flooding on- or off-site? | <input checked="" type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |

Potentially Significant Impact. Implementation of the Specific Plan would result in infill development or redevelopment that could alter the existing drainage pattern in the Specific Plan area and substantially increase the rate or amount of surface runoff in a manner that would result in flooding, particularly if future development increases the overall amount of impervious surfaces in the Plan area. This *potentially significant* impact will be analyzed in the EIR.

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|--|-------------------------------------|--------------------------|--------------------------|--------------------------|
| e) Create or contribute runoff water which would exceed the capacity of existing or planned stormwater drainage systems or provide substantial additional sources of polluted runoff? | <input checked="" type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
|--|-------------------------------------|--------------------------|--------------------------|--------------------------|

Potentially Significant Impact. Implementation of the Specific Plan would result in infill development or redevelopment that would create or contribute runoff water that could exceed the capacity of existing or planned stormwater drainage systems, particularly if future development increases the overall amount of impervious surfaces in the Plan area. In addition, development under the Specific Plan could increase sources of polluted runoff. This *potentially significant* impact will be analyzed in the EIR.

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| f) Generate construction or post-construction runoff that would violate applicable stormwater NPDES permits or otherwise significantly affect surface water or groundwater quality? | <input checked="" type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
|--|-------------------------------------|--------------------------|--------------------------|--------------------------|

Potentially Significant Impact. It is expected that all construction of development under the Specific Plan would comply with the provisions of the applicable NPDES permit with regard to water quality, including implementation of best management practices to reduce sources of polluted runoff. However, this *potentially significant* impact will be analyzed in the EIR.

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| g) Conflict with the Los Angeles County Low Impact Development Ordinance (L.A. County Code, Title 12, Ch. 12.84 and Title 22, Ch. 22.52)? | <input checked="" type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
|--|-------------------------------------|--------------------------|--------------------------|--------------------------|

Potentially Significant Impact. The concept of Low Impact Development (LID) is to distribute small, cost-effective landscape features throughout a project site. The source control concept is quite different from conventional regional treatment (pipe and large stormwater management basin design). LID incorporates multifunctional site design elements or Best Management Practices (BMPs) for stormwater detention and water quality improvements. These multifunctional site design elements include the use of bioretention/filtration landscape areas, disconnected hydrologic flowpaths, reduced impervious surfaces, functional landscaping, and functional grading to maintain hydrologic functions that existed prior to development, such as infiltration, frequency and volume of discharges, and groundwater recharge.

	<i>Potentially Significant Impact</i>	<i>Less Than Significant Impact with Mitigation Incorporated</i>	<i>Less Than Significant Impact</i>	<i>No Impact</i>
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Development pursuant to the Specific Plan would be expected to comply with the LID Ordinance, but as future projects are currently unknown, this ***potentially significant*** impact will be analyzed in the EIR.

- h) **Result in point or nonpoint source pollutant discharges into State Water Resources Control Board-designated Areas of Special Biological Significance?** ☒ ☐ ☐ ☐

Potentially Significant Impact. Runoff from the Specific Plan area would be discharged into the Los Angeles County Flood Control District facilities and ultimately into the Los Angeles River. There is no large-scale water treatment facility in the Specific Plan area. Development pursuant to the Specific Plan could result in nonpoint and point source discharges of pollutants into designated areas of special biological significance. This ***potentially significant*** impact will be analyzed in the EIR.

- i) **Use onsite wastewater treatment systems in areas with known geological limitations (e.g. high groundwater) or in close proximity to surface water (including, but not limited to, streams, lakes, and drainage course)?** ☒ ☐ ☐ ☐

Potentially Significant Impact. There is a potential for future development under the Specific Plan to include on-site wastewater treatment systems, which could be located in an area with known geological limitations. This ***potentially significant*** impact will be analyzed in the EIR.

- j) **Otherwise substantially degrade water quality?** ☒ ☐ ☐ ☐

Potentially Significant Impact. It is expected that all development under the Specific Plan would comply with the provisions of the applicable NPDES permit with regard to water quality, including implementation of best management practices to reduce sources of polluted runoff. As future development projects are unknown, there is a potential for development pursuant to the Specific Plan to otherwise substantially degrade water quality. This ***potentially significant*** impact will be analyzed in the EIR.

- k) **Place housing within a 100-year flood hazard area as mapped on a federal Flood Hazard Boundary or Flood Insurance Rate Map or other flood hazard delineation map, or within a floodway or floodplain?** ☐ ☐ ☐ ☒

No Impact. The Specific Plan area is not located within a 100-year flood hazard area, floodway, or floodplain. There would be ***no impact*** and no further analysis is required.

	<i>Potentially Significant Impact</i>	<i>Less Than Significant Impact with Mitigation Incorporated</i>	<i>Less Than Significant Impact</i>	<i>No Impact</i>
l) Place structures, which would impede or redirect flood flows, within a 100-year flood hazard area, floodway, or floodplain?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

No Impact. The Specific Plan area is not located within a 100-year flood hazard area, floodway, or floodplain. There would be *no impact* and no further analysis is required.

m) Expose people or structures to a significant risk of loss, injury or death involving flooding, including flooding as a result of the failure of a levee or dam?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
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No Impact. According to the County General Plan, the Specific Plan area is not located in the path of flooding from any dam. Therefore, there would be *no impact* and no further analysis is required.

n) Place structures in areas subject to inundation by seiche, tsunami, or mudflow?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
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No Impact. There are no enclosed water bodies in proximity to the Specific Plan area that could result in seiche (oscillating water movement due to seismic events that can result in overtopping of the water body and subsequent flooding). The Specific Plan area is not located in a tsunami inundation zone. There are no foothills or mountains in proximity to the Specific Plan area that would present a risk of mudflow to visitors, residents, or businesses in the Specific Plan area. Therefore, there would be *no impact* and no further analysis is required.

11. LAND USE AND PLANNING

<i>Potentially Significant Impact</i>	<i>Less Than Significant Impact with Mitigation Incorporated</i>	<i>Less Than Significant Impact</i>	<i>No Impact</i>
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Would the project:

- a) **Physically divide an established community?** ☐ ☐ ☐ ☒

No Impact. A physical division of an established community would be caused by an impediment to through travel or a physical barrier such as a new freeway with limited access between neighborhoods on either side of the freeway, or major street closures. The Plan would not result in development of new thoroughfares or highways; it would simply focus new mixed-use development around the four Gold Line transit stations, and improve the overall character and quality of the identified corridors. It would improve pedestrian and bicyclist amenities and access, which would enhance connectivity. Therefore, the Specific Plan would not divide an established community and there would be *no impact*.

- b) **Be inconsistent with the applicable County plans for the subject property including, but not limited to, the General Plan, specific plans, local coastal plans, area plans, and community/neighborhood plans?** ☒ ☐ ☐ ☐

Potentially Significant Impact. The Plan includes amending the East Los Angeles Community Plan to include a Specific Plan overlay for the Plan area and changes to zoning designations. It is the intent of the Specific Plan to allow existing development and/or uses in the Plan area that legally exist at the time of adoption to continue until such time as such development is replaced and/or the uses are terminated by the property owner. Upon termination of existing uses or replacement of existing development by the owner, the Specific Plan would require all new land use and development activity on affected sites to conform to the Specific Plan. The Specific Plan would disallow existing non-conforming development and/or uses. It is possible that Specific Plan policies could conflict with other applicable land use plans, such as the County General Plan and the East Los Angeles Community Plan, and this *potentially significant* impact will be analyzed in the EIR.

- c) **Be inconsistent with the County zoning ordinance as applicable to the subject property?** ☒ ☐ ☐ ☐

Potentially Significant Impact. The Plan includes amending the East Los Angeles Community Plan to include a Specific Plan overlay for the Plan area and changes to zoning designations. Chapter 5 of the proposed Specific Plan sets forth the Development Code that would supersede all County requirements for the Plan area as outlined in Title 22 of the Los Angeles County Zoning Code and would replace the East Los Angeles Community Standards District. The Development Code provides detailed regulations for development within the Specific Plan area and describes how these regulations will be used as part of the County's development review process. The Development Code defines development standards, land use standards, architectural standards, sign standards and block/subdivision standards for the Plan area. While the Development Code would supersede the existing Zoning Code, and thus not conflict with it, this *potentially significant* impact will be analyzed in the EIR in further detail.

	<i>Potentially Significant Impact</i>	<i>Less Than Significant Impact with Mitigation Incorporated</i>	<i>Less Than Significant Impact</i>	<i>No Impact</i>
d) Conflict with Hillside Management criteria, Significant Ecological Areas conformance criteria, or other applicable land use criteria?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

No Impact. The Specific Plan area is not located in a Hillside Management area or a Significant Ecological Area. Therefore, there would be no conflict, and *no impact*.

12. MINERAL RESOURCES

	<i>Potentially Significant Impact</i>	<i>Less Than Significant Impact with Mitigation Incorporated</i>	<i>Less Than Significant Impact</i>	<i>No Impact</i>
Would the project:				
a) Result in the loss of availability of a known mineral resource that would be of value to the region and the residents of the state?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

No Impact. There are no mineral resource zones in the Specific Plan area. There is an Oil and Gas Recovery Zone identified in the General Plan that occurs in the south-central portion of the East Los Angeles Community, but this area is not within the boundaries of the Specific Plan area. Implementation of the Specific Plan would not result in substantial excavation activities that could affect these resources. There would be *no impact* and no further analysis is required.

b) Result in the loss of availability of a locally-important mineral resource recovery site delineated on a local general plan, specific plan or other land use plan?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
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No Impact. There are no mineral resource recovery sites in the Specific Plan area. There would be *no impact* and no further analysis is required.

13. NOISE

	<i>Potentially Significant Impact</i>	<i>Less Than Significant Impact with Mitigation Incorporated</i>	<i>Less Than Significant Impact</i>	<i>No Impact</i>
Would the project result in:				
a) Exposure of persons to, or generation of, noise levels in excess of standards established in the County General Plan or noise ordinance (Los Angeles County Code, Title 12, Chapter 12.08), or applicable standards of other agencies?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

Potentially Significant Impact. Development pursuant to the Plan would result in construction activities that would generate noise, which could exceed standards established in the noise ordinance or General Plan. Similarly, traffic generated by future development has the potential to result in increases in roadway noise that could exceed established standards. This *potentially significant* impact will be analyzed in the EIR.

b) Exposure of persons to or generation of excessive groundborne vibration or groundborne noise levels?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
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Potentially Significant Impact. Development pursuant to the Plan would result in construction activities, including pile driving and truck trips, that could generate groundborne vibration or groundborne noise. This *potentially significant* impact will be analyzed in the EIR.

c) A substantial permanent increase in ambient noise levels in the project vicinity above levels existing without the project, including noise from parking areas?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
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Potentially Significant Impact. Operation of development under the Specific Plan could result in increased traffic or mechanical noise, which could result in a permanent increase in ambient noise levels. This *potentially significant* impact will be analyzed in the EIR.

d) A substantial temporary or periodic increase in ambient noise levels in the project vicinity above levels existing without the project, including noise from amplified sound systems?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
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Potentially Significant Impact. Chapter 12.08 of Title 12 of the Los Angeles County Code contains the County's noise ordinance. It identifies noise zones and maximum interior and exterior noise levels. Chapter 12.16 controls construction noise and prohibits construction activities on Sundays and between the hours of 8:00 p.m. and 6:30 a.m. where residential uses could be affected. Development pursuant to the Specific Plan could result in a substantial temporary or periodic increase in ambient noise levels in the Specific Plan area during construction or operation. This *potentially significant* impact will be analyzed in the EIR.

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| e) For a project located within an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project expose people residing or working in the project area to excessive noise levels? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |

No Impact. The Specific Plan area is not within the influence area of an airport land use plan or within 2 miles of a public airport or public use airport. Therefore, there would be ***no impact*** and no further analysis is required.

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|--|--------------------------|--------------------------|--------------------------|-------------------------------------|
| f) For a project within the vicinity of a private airstrip, would the project expose people residing or working in the project area to excessive noise levels? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
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No Impact. The Specific Plan area is not within the vicinity of a private airstrip. Therefore, there would be ***no impact*** and no further analysis is required.

14. POPULATION AND HOUSING

<i>Potentially Significant Impact</i>	<i>Less Than Significant Impact with Mitigation Incorporated</i>	<i>Less Than Significant Impact</i>	<i>No Impact</i>
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Would the project:

- a) Induce substantial population growth in an area, either directly (for example, by proposing new homes and businesses) or indirectly (for example, through extension of roads or other infrastructure)?

<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
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Potentially Significant Impact. The Plan is intended to be a transit-oriented specific plan. According to the County's Housing Element (2008), a transit-oriented specific plan is intended to encourage urban infill development on vacant or underutilized sites; promote and encourage transit-oriented development along major transportation corridors; encourage mixed-use development to facilitate the linkage between housing and employment opportunities; and promote increased residential density in appropriately designated areas. Future housing development pursuant to the Plan would not induce unplanned growth, but would accommodate regional housing need as demonstrated in the County's Regional Housing Needs Assessment. However, the development pursuant to the Plan would provide additional housing and employment opportunities in the Specific Plan area, which could induce population growth. Therefore, this *potentially significant* impact will be analyzed in the EIR.

- b) Displace substantial numbers of existing housing, especially affordable housing, necessitating the construction of replacement housing elsewhere?

<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
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No Impact. The Specific Plan area contains existing residences. The residential neighborhoods would not be subject to change under the Plan other than streetscape and maintenance improvements. Infill development would be focused around the Gold Line stations and along the established commercial corridors identified. No housing is being converted, nor anyone displaced, as a result of the Plan. Therefore, there would be *no impact* and no further analysis is required.

- c) Displace substantial numbers of people, necessitating the construction of replacement housing elsewhere?

<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
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No Impact. Implementation of the Specific Plan would result in infill development or redevelopment that would not displace substantial numbers of people. As discussed in Section 14b above, no housing is being converted, nor anyone displaced, as a result of the Plan. Therefore, there would be *no impact* and no further analysis is required.

- d) Cumulatively exceed official regional or local population projections?

<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
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Potentially Significant Impact. As discussed in Section 14a above, future housing development pursuant to the Plan would not induce unplanned growth, but would accommodate regional housing need as demonstrated in the County's Regional Housing Needs Assessment. However, the development pursuant to the Purposed Plan would provide additional housing and employment opportunities in the Specific Plan

	<i>Less Than Significant</i>		
<i>Potentially Significant Impact</i>	<i>Impact with Mitigation Incorporated</i>	<i>Less Than Significant Impact</i>	<i>No Impact</i>

area, which could induce population growth that may cumulatively exceed official population projections. Therefore, this ***potentially significant*** impact will be analyzed in the EIR.

15. PUBLIC SERVICES

<i>Potentially Significant Impact</i>	<i>Less Than Significant Impact with Mitigation Incorporated</i>	<i>Less Than Significant Impact</i>	<i>No Impact</i>
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a) Would the project create capacity or service level problems, or result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities in order to maintain acceptable service ratios, response times or other performance objectives for any of the public services:

i) Fire protection?

<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
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Potentially Significant Impact. The development pursuant to the Plan would result in increased density and additional residents and nonresidential square footage that would require fire protection services, which could require new or expanded fire facilities. This *potentially significant* impact will be analyzed in the EIR.

ii) Sheriff protection?

<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
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Potentially Significant Impact. The development pursuant to the Plan would result in increased density and additional residents and nonresidential square footage that would require sheriff protection services, which could require new or expanded police protection facilities such as a sheriff substation. This *potentially significant* impact will be analyzed in the EIR.

iii) Schools?

<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
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Potentially Significant Impact. Implementation of the Plan would increase the number of residential units compared to the existing condition due to the proposed mixed-use zoning and number of dwelling units allowed under the Plan. Therefore, implementation of the Plan could result in an increase in demand for school services that would exceed existing capacity. This *potentially significant* impact will be analyzed in the EIR.

iv) Parks?

<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
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Potentially Significant Impact. Implementation of the Plan would increase the number of residential units compared to existing conditions due to the proposed mixed-use zoning. Therefore, the increase in population as a result of implementation of the Plan could result in an increase in demand for park space to maintain acceptable parks-to-population ratios. This *potentially significant* impact will be analyzed in the EIR.

v) Libraries?

<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
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Potentially Significant Impact. Implementation of the Plan would increase the number of residential units compared to the existing condition due to the proposed mixed-use zoning. Therefore, implementation of the Plan could result in an increase in demand for library services, including new libraries. This *potentially significant* impact will be analyzed in the EIR.

	<i>Potentially Significant Impact</i>	<i>Less Than Significant Impact with Mitigation Incorporated</i>	<i>Less Than Significant Impact</i>	<i>No Impact</i>
vi) Other public facilities?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

Potentially Significant Impact. Implementation of the Plan would increase the number of residential units and nonresidential square footage compared to existing conditions due to the proposed mixed-use zoning. Therefore, implementation of the Plan could result in an increase in demand for other public facilities. This *potentially significant* impact will be analyzed in the EIR.

16. RECREATION

	<i>Potentially Significant Impact</i>	<i>Less Than Significant Impact with Mitigation Incorporated</i>	<i>Less Than Significant Impact</i>	<i>No Impact</i>
a) Would the project increase the use of existing neighborhood and regional parks or other recreational facilities such that substantial physical deterioration of the facility would occur or be accelerated?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

Potentially Significant Impact. Belvedere Park is considered a Regional Park and Obregon Park a Community Park. Salazar Park and Atlantic Boulevard Park are located just outside the Specific Plan area. Based on the existing population in the Specific Plan area and existing park acreages (approximately 55 acres), there is a deficit of parks and recreational facilities to maintain the County standards. Implementation of the Specific Plan would result in infill development or redevelopment with an associated increase in population that may result in an increase in demand for and use of existing neighborhood and regional parks or other recreational facilities such that substantial physical deterioration of the facility would occur or be accelerated. Therefore, this *potentially significant* impact will be analyzed in the EIR.

b) Does the project include neighborhood and regional parks or other recreational facilities or require the construction or expansion of such facilities which might have an adverse physical effect on the environment?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
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Potentially Significant Impact. As discussed in Section 16a above, the park acreage in the Specific Plan area is below County standards under existing conditions. The open space strategy of the Plan would improve the park/open space network by using streets and pedestrian connections, bringing these amenities within a reasonable walking and biking distance for all Plan area residents. In addition, the Specific Plan includes key components such as generation of new open space, transforming vacant lots and dead-end streets into pocket parks and pedestrian connections, improving vacant land adjacent to freeways as passive open spaces, and providing varied open spaces, that would further improve open space in the Specific Plan area. The zone changes would allow for future provision of local parks, the construction of which could result in adverse physical effects on the environment. New parks could result in environmental benefits. For example, parks can reduce net greenhouse gas emissions (GHG) and produce different GHG benefits, including the carbon sequestration from the addition of trees, mitigation of the urban heat island effect, promotion of bicycling and walking, reduction of vehicle trips, and groundwater recharge. Therefore, this *potentially significant* impact will be analyzed in the EIR.

c) Would the project interfere with regional open space connectivity?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
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No Impact. The Plan area and vicinity have been previously developed and located in an urbanized area. As discussed in Section 16b above, the Plan would not interfere with regional open space, but would improve and expand the connectivity. There are no regional trails or bicycle paths that would be affected by implementation of the Plan. Therefore, there would be *no impact* and no further analysis is required.

17. TRANSPORTATION/TRAFFIC

<i>Potentially Significant Impact</i>	<i>Less Than Significant Impact with Mitigation Incorporated</i>	<i>Less Than Significant Impact</i>	<i>No Impact</i>
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Would the project:

- a) Conflict with an applicable plan, ordinance, or policy establishing measures of effectiveness for the performance of the circulation system, taking into account all modes of transportation including mass transit and non-motorized travel and relevant components of the circulation system, including but not limited to intersections, streets, highways and freeways, pedestrian and bicycle paths, and mass transit?

<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
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Potentially Significant Impact. The Plan and vicinity have been previously developed. Future individual redevelopment projects pursuant to the Plan have the potential to generate vehicle trips that may adversely impact intersections and/or street segments in the area. The proposed changes in land uses will result in different peak hour trips and overall trip generation. Therefore, a traffic study for the Specific Plan area will be prepared to define the existing and projected future traffic conditions within the traffic study area, the existing and projected intersection levels of service, and potential deficiencies as a result of implementation of the Plan. This *potentially significant* impact will be analyzed in the EIR.

- b) Conflict with an applicable congestion management program (CMP), including, but not limited to, level of service standards and travel demand measures, or other standards established by the CMP for designated roads or highways?

<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
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Potentially Significant Impact. The Plan is intended to be a transit-oriented development plan. As discussed in Section 17a above, the traffic study and EIR will address whether implementation of the Plan will conflict with level of service standards and travel demand measures, or other standard established by the CMP. This *potentially significant* impact will be analyzed in the EIR.

- c) Result in a change in air traffic patterns, including either an increase in traffic levels or a change in location that results in substantial safety risks?

<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
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No impact. The Plan would not result in a change in air traffic patterns, including either an increase in traffic levels or a change in location that could result in substantial safety risks, as no airports are located near the Specific Plan area. There would be *no impact* and no further analysis is required.

	<i>Potentially Significant Impact</i>	<i>Less Than Significant Impact with Mitigation Incorporated</i>	<i>Less Than Significant Impact</i>	<i>No Impact</i>
d) Substantially increase hazards due to a design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment)?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

Potentially Significant Impact. The Plan does not propose modifications to the roadway network in the Specific Plan area that would result in a substantial increase in hazards due to a design feature. However, building frontages and changes in orientation of parking could result in safety hazards for pedestrians, bicyclists, or motorists if line-of-sight is reduced. This *potentially significant* impact will be analyzed in the EIR.

e) Result in inadequate emergency access?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
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Potentially Significant Impact. Development pursuant to the Plan would retain the existing roadway network. However, the Specific Plan would change parking orientation and building setbacks, as well as provide pedestrian and bicycle amenities, which could adversely affect emergency access. While it is anticipated that existing codes and regulations would ensure adequate emergency access, this *potentially significant* impact will be analyzed in the EIR.

f) Conflict with adopted policies, plans, or programs regarding public transit, bicycle, or pedestrian facilities, or otherwise decrease the performance or safety of such facilities?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
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Potentially Significant Impact. The Plan is intended to be a transit-oriented development plan. Components include vibrant and diverse commercial corridors; well-designed buildings, attractive streetscapes, and engaging public spaces; multi-modal streets accommodating pedestrians, bicyclists, and motor vehicles; a mix of uses, with residential and employment densities that support transit use; and a range of housing options. While it is not expected that the Plan would conflict with adopted policies, plans, or programs supporting alternative transportation this *potentially significant* impact will be analyzed in the EIR.

18. UTILITIES AND SERVICE SYSTEMS

<i>Potentially Significant Impact</i>	<i>Less Than Significant Impact with Mitigation Incorporated</i>	<i>Less Than Significant Impact</i>	<i>No Impact</i>
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Would the project:

- a) **Exceed wastewater treatment requirements of either the Los Angeles or Lahontan Regional Water Quality Control Boards?**

<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
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Potentially Significant Impact. It is expected that all development under the Specific Plan would comply with the provisions of the applicable NPDES permit with regard to water quality, including implementation of best management practices to reduce sources of polluted runoff. As future development projects are unknown, there is a potential for development pursuant to the Specific Plan to otherwise exceed wastewater treatment requirements. This *potentially significant* impact will be analyzed in the EIR.

- b) **Create water or wastewater system capacity problems, or result in the construction of new water or wastewater treatment facilities or expansion of existing facilities, the construction of which could cause significant environmental effects?**

<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
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Potentially Significant Impact. The Specific Plan area is serviced by the East Los Angeles District of the California Water Service Company (Cal Water). The impact of the Plan on existing water systems may include upsizing existing water lines where proposed demand exceeds available water flow and adding fire hydrants as necessary to provided proposed building fire protection per current codes and regulations. Based on pipe size capacity alone, it appears the existing water mains could support the Plan build-out should adequate water be available. With some lines estimated to be at least 50 years old, new water mains and/or upsizing existing lines will likely be necessary.

The Specific Plan area sewer service is within District 2 of the Sanitation Districts of Los Angeles County. Wastewater flows through local sewer mains maintained by Los Angeles County Department of Public Works and is received at the Joint Water Pollution Control Plant located in Carson. The Los Angeles County Sewer Maintenance Division has identified maintenance issues with a few local mains. The impact of the Plan on existing sewer systems likely includes the increase of sewer flow in local main and trunk lines to which the Plan area is tributary. The increase in sewer flow will require some existing lines to be upgraded. With some lines approximately 75 years old, new sewer lines and/or upsizing existing lines will likely be necessary regardless of capacity. Development pursuant to the Plan could create water or wastewater system capacity problems, or result in the construction of new water or wastewater treatment facilities or expansion of existing facilities, the construction of which may cause significant environmental effects. These *potentially significant* impacts will be analyzed in the EIR.

- | | <i>Potentially
Significant
Impact</i> | <i>Less Than
Significant
Impact with
Mitigation
Incorporated</i> | <i>Less Than
Significant
Impact</i> | <i>No
Impact</i> |
|--|---|--|---|--------------------------|
| c) Create drainage system capacity problems, or result in the construction of new storm water drainage facilities or expansion of existing facilities, the construction of which could cause significant environmental effects? | <input checked="" type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |

Potentially Significant Impact. Runoff from the Specific Plan area would be discharged into the Los Angeles County Flood Control District facilities and ultimately into the Los Angeles River. Development pursuant to the Specific Plan would likely result in a reduction in the overall Specific Plan area runoff due to today's more stringent local and federal requirements/guidelines on open space/landscape, stormwater detention/retention, and stormwater quality/Low Impact Development. The existing system is approximately 75 years old and upgrades may be necessary to preserve integrity and functionality. Development pursuant to the Specific Plan could create or contribute runoff water that may exceed the capacity of existing or planned stormwater drainage systems. This *potentially significant* impact will be analyzed in the EIR.

- | | | | | |
|---|-------------------------------------|--------------------------|--------------------------|--------------------------|
| d) Have sufficient reliable water supplies available to serve the project demands from existing entitlements and resources, considering existing and projected water demands from other land uses? | <input checked="" type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
|---|-------------------------------------|--------------------------|--------------------------|--------------------------|

Potentially Significant Impact. The Specific Plan area is serviced by the East Los Angeles District of the California Water Service Company (Cal Water). The East Los Angeles District water system currently includes 10 active wells, 29 booster pumps, 16 storage tanks, and three Metropolitan Water District connections. Implementation of the Specific Plan would result in infill development or redevelopment that would result in demand for water supplies that may exceed existing entitlements and resources. This *potentially significant* impact will be analyzed in the EIR.

- | | | | | |
|--|-------------------------------------|--------------------------|--------------------------|--------------------------|
| e) Create energy utility (electricity, natural gas, propane) system capacity problems, or result in the construction of new energy facilities or expansion of existing facilities, the construction of which could cause significant environmental effects? | <input checked="" type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
|--|-------------------------------------|--------------------------|--------------------------|--------------------------|

Potentially Significant Impact. Implementation of the Specific Plan would result in infill development or redevelopment that could create energy demand that may exceed the capacity of existing energy utility systems. This *potentially significant* impact will be analyzed in the EIR.

- | | | | | |
|---|-------------------------------------|--------------------------|--------------------------|--------------------------|
| f) Be served by a landfill with sufficient permitted capacity to accommodate the project's solid waste disposal needs? | <input checked="" type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
|---|-------------------------------------|--------------------------|--------------------------|--------------------------|

Potentially Significant Impact. Implementation of the Specific Plan would result in infill development or redevelopment that could create solid waste that may exceed permitted landfill capacity. This *potentially significant* impact will be analyzed in the EIR.

	<i>Potentially Significant Impact</i>	<i>Less Than Significant Impact with Mitigation Incorporated</i>	<i>Less Than Significant Impact</i>	<i>No Impact</i>
g) Comply with federal, state, and local statutes and regulations related to solid waste?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

Potentially Significant Impact. Development pursuant to the Plan would result in an increased demand for local solid waste disposal facilities through the generation of construction and debris material and also through waste generation by future individual projects in the Specific Plan area. While it is anticipated that development pursuant to the Plan would comply with all federal, state, and local statutes and regulations related to solid waste, this *potentially significant* impact will be analyzed in the EIR.

19. MANDATORY FINDINGS OF SIGNIFICANCE

	<i>Potentially Significant Impact</i>	<i>Less Than Significant Impact with Mitigation Incorporated</i>	<i>Less Than Significant Impact</i>	<i>No Impact</i>
a) Does the project have the potential to degrade the quality of the environment, substantially reduce the habitat of a fish or wildlife species, cause a fish or wildlife population to drop below self-sustaining levels, threaten to eliminate a plant or animal community, substantially reduce the number or restrict the range of a rare or endangered plant or animal or eliminate important examples of the major periods of California history or prehistory?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

Potentially Significant Impact. Based upon the analysis presented in Section 4 of this Initial Study, there are likely no habitats in the Specific Plan area for species identified as candidate, sensitive, or special status, as the Specific Plan area is in a highly urbanized portion of southern California. However, field reconnaissance and database searches will be performed and analyzed in the EIR. Additionally, development pursuant to the Plan could result in changes in historical resources in the Plan area that could be adverse. While there are no identified Historic Resource Sites in the Specific Plan area per the General Plan, it is possible that one or more structures may become eligible for listing during the life of the Specific Plan. These *potentially significant* impacts will be analyzed in the EIR.

b) Does the project have the potential to achieve short-term environmental goals to the disadvantage of long-term environmental goals?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
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Potentially Significant Impact. Development of the Plan could have the potential to achieve short-term environmental goals to the disadvantage of long-term environmental goals. This *potentially significant* impact will be analyzed in the EIR.

c) Does the project have impacts that are individually limited, but cumulatively considerable? ("Cumulatively considerable" means that the incremental effects of a project are considerable when viewed in connection with the effects of past projects, the effects of other current projects, and the effects of probable future projects)?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
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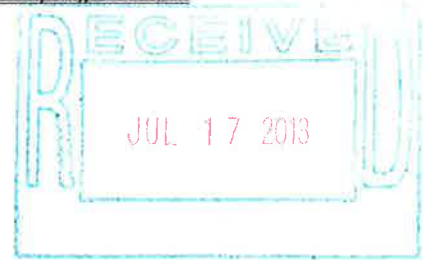
Potentially Significant Impact. Development of the Plan could have the potential to generate impacts that may be individually limited, but cumulatively considerable. This *potentially significant* impact will be analyzed in the EIR.

	<i>Potentially Significant Impact</i>	<i>Less Than Significant Impact with Mitigation Incorporated</i>	<i>Less Than Significant Impact</i>	<i>No Impact</i>
d) Does the project have environmental effects which will cause substantial adverse effects on human beings, either directly or indirectly?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

Implementation of the Specific Plan could have the potential to generate significant environmental effects which could cause an adverse effect on human beings, either directly or indirectly. This ***potentially significant*** impact will be analyzed in the EIR.

NATIVE AMERICAN HERITAGE COMMISSION

1550 Harbor Boulevard
West Sacramento, CA 95691
(916) 373-3715
(916) 373-5471 – FAX
e-mail: ds_nahc@pacbell.net



July 15, 2013

Mr. Phillip Estes, AICP, Principal Planner

Los Angeles County Department of Regional Planning

320 West Temple Street
Los Angeles, CA 90012

RE: SCH# 2013071033 CEQA Notice of Preparation (NOP);; proposed Mitigated Negative Declaration for the "**East Los Angeles 3rd Street Specific Plan Project**;" located in the unincorporated area of East Los Angeles, five miles east of Downtown Los Angeles; Los Angeles County, California

Dear Mr. Estes:

The Native American Heritage Commission (NAHC) has reviewed the CEQA Notice regarding the above referenced project. In the 1985 Appellate Court decision (170 Cal App 3rd 604), the court held that the NAHC has jurisdiction and special expertise, as a state agency, over affected Native American resources impacted by proposed projects, including archaeological places of religious significance to Native Americans, and to Native American burial sites.

The California Environmental Quality Act (CEQA) states that any project that causes a substantial adverse change in the significance of an historical resource, which includes archeological resources, is a significant effect requiring the preparation of an EIR (CEQA guidelines 15064.5(b)). To adequately comply with this provision and mitigate project-related impacts on archaeological resources, the Commission recommends the following actions be required:

Contact the appropriate Information Center for a record search to determine :If a part or all of the area of project effect (APE) has been previously surveyed for cultural places(s), The NAHC recommends that known traditional cultural resources recorded on or adjacent to the APE be listed in the draft Environmental Impact Report (DEIR).

If an additional archaeological inventory survey is required, the final stage is the preparation of a professional report detailing the findings and recommendations of the records search and field survey. We suggest that this be coordinated with the NAHC, if possible. The final report containing site forms, site significance, and mitigation measurers should be submitted immediately to the planning department. All information regarding site locations, Native

American human remains, and associated funerary objects should be in a separate confidential addendum, and not be made available for public disclosure pursuant to California Government Code Section 6254.10.

A list of appropriate Native American Contacts for consultation concerning the project site has been provided and is attached to this letter to determine if the proposed active might impinge on any cultural resources. Lack of surface evidence of archeological resources does not preclude their subsurface existence.

Lead agencies should include in their mitigation plan provisions for the identification and evaluation of accidentally discovered archeological resources, pursuant to California Health & Safety Code Section 7050.5 and California Environmental Quality Act (CEQA) §15064.5(f). In areas of identified archaeological sensitivity, a certified archaeologist and a culturally affiliated Native American, with knowledge in cultural resources, should monitor all ground-disturbing activities.

Also, CEQA Guidelines Section 21083.2 require documentation and analysis of archaeological items that meet the standard in Section 15064.5 (a)(b)(f). Lead agencies should include in their mitigation plan provisions for the disposition of recovered artifacts, in consultation with culturally affiliated Native Americans. Lead agencies should include provisions for discovery of Native American human remains in their mitigation plan. Health and Safety Code §7050.5, CEQA §15064.5(e), and Public Resources Code §5097.98 mandates the process to be followed in the event of an accidental discovery of any human remains in a location other than a dedicated cemetery.

Sincerely,



Dave Singleton
Program Analyst
(916) 653-6251

CC: State Clearinghouse

Attachment: Native American Contacts list

**Native American Contacts
Los Angeles County
July 15, 2013**

LA City/County Native American Indian Comm
Ron Andrade, Director
3175 West 6th St, Rm. 403
Los Angeles , CA 90020
randrade@css.lacounty.gov
(213) 351-5324
(213) 386-3995 FAX

Ti'At Society/Inter-Tribal Council of Pimu
Cindi M. Alvitre, Chairwoman-Manisar
3094 Mace Avenue, Apt. B Gabrielino
Costa Mesa, , CA 92626
calvitre@yahoo.com
(714) 504-2468 Cell

Tongva Ancestral Territorial Tribal Nation
John Tommy Rosas, Tribal Admin.
Private Address Gabrielino Tongva
tattnlaw@gmail.com
310-570-6567

Gabrieleno/Tongva San Gabriel Band of Mission
Anthony Morales, Chairperson
PO Box 693 Gabrielino Tongva
San Gabriel , CA 91778
GTTribalcouncil@aol.com
(626) 286-1632
(626) 286-1758 - Home
(626) 286-1262 -FAX

Gabrielino Tongva Nation
Sam Dunlap, Cultural Resources Director
P.O. Box 86908 Gabrielino Tongva
Los Angeles , CA 90086
samdunlap@earthlink.net

(909) 262-9351 - cell

Gabrielino Tongva Indians of California Tribal Council
Robert F. Dorame, Tribal Chair/Cultural Resources
P.O. Box 490 Gabrielino Tongva
Bellflower , CA 90707
gtongva@verizon.net
562-761-6417 - voice
562-761-6417- fax

Gabrielino-Tongva Tribe
Bernie Acuna, Co-Chairperson
P.O. Box 180 Gabrielino
Bonsall , CA 92003
(619) 294-6660-work
(310) 428-5690 - cell
(760) 636-0854- FAX
bacuna1@gabrielinotribe.org

Gabrieleno Band of Mission Indians
Andrew Salas, Chairperson
P.O. Box 393 Gabrielino
Covina , CA 91723
gabrielenoindians@yahoo.
(626) 926-4131

This list is current only as of the date of this document.

Distribution of this list does not relieve any person of the statutory responsibility as defined in Section 7050.5 of the Health and Safety Code, Section 5097.94 of the Public Resources Code and Section 5097.98 of the Public Resources Code.

This list is only applicable for contacting local Native Americans with regard to cultural resources for the proposed SCH#2013071033; Notice of Preparation (NOP); draft Environmental Impact Report (DEIR) for the East Los Angeles Specific Plan; located in the unincorporated area of East Los Angeles, Los Angeles County, California

**Native American Contacts
Los Angeles County
July 15, 2013**

Gabrielino-Tongva Tribe
Conrad Acuna,
P.O. Box 180
Bonsall, CA 92003

✓
Gabrielino

760-636-0854 - FAX

This list is current only as of the date of this document.

Distribution of this list does not relieve any person of the statutory responsibility as defined in Section 7050.5 of the Health and Safety Code, Section 5097.94 of the Public Resources Code and Section 5097.98 of the Public Resources Code.

This list is only applicable for contacting local Native Americans with regard to cultural resources for the proposed SCH#2013071033; Notice of Preparation (NOP); draft Environmental Impact Report (DEIR) for the East Los Angeles Specific Plan; located in the unincorporated area of East Los Angeles, Los Angeles County, California

Public Comments (after presentation):

- 1) Where is the money coming from to hire the consultant, Atkins?
- 2) Feels like waste of taxpayer money to analyze and repeat a process that has been done before (referring to CEQA process)
- 3) Why wasn't there an EIR done before the trains put in? (referring to CEQA process for Metro Gold Line Plan) – (Response Notes: CEQA process is a state law requirement for every new plan or project)
- 4) Broad level review – program EIR – Development Project
 - a. Individual development projects will have another level of review
 - b. Wants a clear idea of impact that plan will create
 - c. Wants to know what the impact would be when an actual project goes in, how would it impact the surrounding area and businesses
 - d. Wants a model for how density will affect the area
- 5) Have density models been done for this plan?
- 6) Will the businesses in the specific plan area, do they have to comply with the plan?
 - a. (Constituent to constituent communication – be careful, they can put a time limit on existing businesses, review plan carefully for NCR, Conforming, etc.)
- 7) Plan to do bike lanes, east side access – Metro Plan
- 8) Apartments built on Woods/3rd – that apartment is very vulnerable – Big truck can crash into the corner of the building, the residents are concerned
- 9) Arizona and 3rd Median – landscape and design, has a shoddy design – needs improvement
- 10) Are you implementing design review standards into the plan?
 - a. Looks like there are aesthetics that are illustrated in plan, is that what you propose in materials, etc?
- 11) Concerned about gang members, where are we setting up areas in the plan area. They asked for library when he was 7 years old, now he's 25 and finally got library. Wants to see East LA improved. He's very involved.
- 12) Fast track to improve? Combining lots? What is the timeline to develop?
- 13) Downey Road (Parallel to Catholic Cemetery) Between 3rd and Whittier? You would have to be skinny jogger to be able to jog down that sidewalk, needs a wider sidewalk for joggers and pedestrians.
- 14) Corner Eastern and 3rd – Good property for the County to obtain for development, possibly for apartments or whatever.
- 15) Is boulevard widening part of the project?
- 16) Are you aware that 60 freeway – Downey Road exit gets off there? The traffic is bumper-to-bumper from 1:00 to __. Then they take 3rd, creates bottlenecks. Usually the people who get off there don't live in East LA. (Response Notes: These improvements and amenities, like the walkable places, are for the residents of the East LA community.)
 - a. Transportation / traffic study + land use + providing connections + Amenities = Balancing Act

- 17) Are you looking at model / template? (ex: Paseo Colorado)
a. What other areas / cities did you look at to use as an example of form-based code?
- 18) Will this plan spur economic development/improvements? Will it bring property values up?
Wants to know examples where property values increased as a result of form-based code.
- 19) What is going on with land that county owns? Lots of vacant lots. (Response Notes: Gold line parking, parking mostly)
- 20) Ford Boulevard – large pieces of land under freeway, look really sad, needs landscaping.
- 21) Jogging trails – 1st street and Cesar Chavez, at the Evergreen Cemetery, the owner is cheap.
Doesn't want to pay for irrigation, lights of joggers, new fences – all needed.

Public Comments (comment card):

- 22) I love the regional planning ideas. I'm glad Metro and Queens Care is going to begin construction. I hope they can have an event day to get ideas to my community.
Brian Anda, andabrian@yahoo.com , (323) 535-9522

PUBLIC UTILITIES COMMISSION

320 WEST 4TH STREET, SUITE 500
LOS ANGELES, CA 90013
(213) 576-7083



August 5 2013

Phillips Estes
County of Los Angeles
320 West Temple Street
Los Angeles, CA 90012

Dear Mr. Estes:

Re: SCH 2013071033 East Los Angeles 3rd Street Specific Plan Project NOP

The California Public Utilities Commission (Commission) has jurisdiction over the safety of highway-rail crossings (crossings) in California. The California Public Utilities Code requires Commission approval for the construction or alteration of crossings and grants the Commission exclusive power on the design, alteration, and closure of crossings in California. The Commission Rail Crossings Engineering Section (RCES) is in receipt of the *Notice of Preparation (NOP)* for the proposed County of Los Angeles (County) East Los Angeles 3rd Street Specific Plan Project.

The project area includes active railroad tracks. RCES recommends that the County add language to the East Los Angeles 3rd Street Specific Plan so that any future development adjacent to or near the railroad/light rail right-of-way (ROW) is planned with the safety of the rail corridor in mind. New developments may increase traffic volumes not only on streets and at intersections, but also at at-grade crossings. This includes considering pedestrian circulation patterns or destinations with respect to railroad ROW and compliance with the Americans with Disabilities Act. Mitigation measures to consider include, but are not limited to, the planning for grade separations for major thoroughfares, improvements to existing at-grade crossings due to increase in traffic volumes and continuous vandal resistant fencing or other appropriate barriers to limit the access of trespassers onto the railroad ROW.

If you have any questions in this matter, please contact me at (213) 576-7076, ykc@cpuc.ca.gov.

Sincerely,

A handwritten signature in blue ink, which appears to read "Ken Chiang", is positioned above the typed name.

Ken Chiang, P.E.
Utilities Engineer
Rail Crossings Engineering Section
Safety and Enforcement Division

C: State Clearinghouse

DEPARTMENT OF TRANSPORTATION

DISTRICT 7, REGIONAL PLANNING

IGR/CEQA BRANCH

100 MAIN STREET, MS # 16

LOS ANGELES, CA 90012-3606

PHONE: (213) 897-9140

FAX: (213) 897-1337

*Flex your power!
Be energy efficient!*

August 22, 2013

Mr. Phillips Estes
Los Angeles County
Department of Regional Planning
320 West Temple Street
Los Angeles, CA 90012

IGR/CEQA No. 130719AL-NOP
East Los Angeles 3rd Street Specific Plan
Vic. LA-60, 710, I-5
SCH # 2013071033

Dear Mr. Estes:

Thank you for including the California Department of Transportation (Caltrans) in the environmental review process for the above referenced plan. The Proposed Plan was developed in response to the extension of the Metro Gold Line into East Los Angeles, with the expectation of new economic opportunities, transformative development, and jobs that would be facilitated by the extension.

Per your conversations with Mr. Alan Lin, Project Coordinator, on July 31, 2013 and August 15, 2013 and phone discussion with Mr. Brian Marchetti from KOA Corporation (Traffic Consultant) on July 31, 2013, the County will accept this letter as part of CEQA response, which reiterates Caltrans concerns on the State facilities.

To assist in evaluating the impacts of this project on State transportation facilities, a traffic study should be prepared prior to preparing the Draft Environmental Impact Report (DEIR). Please refer the project's traffic consultant to Caltrans' traffic study guide Website:

http://www.dot.ca.gov/hq/tpp/offices/ocp/igr_ceqa_files/tisguide.pdf

Listed below are some elements of what is generally expected in the traffic study:

1. Presentations of assumptions and methods used to develop trip generation, trip distribution, choice of travel mode, and assignments of trips to SR-60, I-5, and I-710, and all off ramps at the plan vicinity. The traffic consultant will work with Caltrans to identify off ramp study locations before traffic study is being prepared.

Caltrans has concerns about queuing of vehicles using off-ramps that will back into the mainline through lanes. Caltrans is requesting that a queuing analysis for the off-ramp be performed to determine adequate storage space to safely accommodate the project and

cumulative project traffics. The off ramps should be analyzed utilizing the Highway Capacity Manual (HCM) 85th Percentile Queuing analysis methodology with the actual signal timings at the ramps' termini.

2. Project travel modeling should be consistent with other regional and local modeling forecasts and travel data. Caltrans uses the indices to verify the results and any differences or inconsistencies must be thoroughly explained.
3. Analysis of ADT, AM and PM peak-hour volumes for both the existing and future conditions in the affected area. Utilization of transit lines and vehicles, and of all facilities, should be realistically estimated. Future conditions should include build-out of all projects and any plan-horizon years. (see next item)
4. Include all appropriate traffic volumes. The analysis should include existing traffic, traffic generated by the project, cumulative traffic generated from all specific approved developments in the area, and traffic growth other than from the project and developments.
5. A discussion of mitigation measures appropriate to alleviate anticipated traffic impacts should also be included. These mitigation discussions should include, but not be limited to, the following:
 - Description of Transportation Infrastructure Improvements
 - Financial Costs, Funding Sources and Financing
 - Sequence and Scheduling Considerations
 - Implementation Responsibilities, Controls, and Monitoring

Any mitigation involving transit or Transportation Demand Management (TDM) should be justified and the results conservatively estimated.

6. A fair share contribution toward pre-established or future improvements on the State Highway System is considered acceptable mitigation. Please use the following ratio when estimating project equitable share responsibility: additional traffic volume due to project implementation is divided by the total increase in the traffic volume (see Appendix "B" of the Guide).

Please note that for purposes of determining project share of costs, the number of trips from the project on each traveling segment or element is estimated in the context of forecasted traffic volumes, which include build-out of all approved and not yet approved projects and other sources of growth. Analytical methods such as select-zone travel forecast modeling should be used.

Please be reminded that as the responsible agency under CEQA, the Caltrans has authority to determine the required freeway analysis for this project and is responsible for obtaining measures that will off-set project vehicle trip generation that worsens State Highway facilities. CEQA allows the Caltrans to develop criteria for evaluating impacts on the facilities that it manages. In addition, the County CMP standards states that the Caltrans should be consulted for the analysis of State facilities. State Routes mentioned in item #1 should be analyzed, preferably using methods suggested in the Caltrans's Traffic Impact

Study Guide. To help determine the appropriate scope, we request that a select zone model run is performed.

We look forward to reviewing the traffic study and expect to receive a copy from the State Clearinghouse when the DEIR is completed. Should you wish to expedite the review process or receive early feedback from the Department please feel free to send a copy of the DEIR directly to our office.

Caltrans would like to focus on establishing a long term relationship with the County in identifying potential traffic impact and traffic mitigation on the State Highway System. We also have grants that may assist the City in preparing transportation studies to improve the mobility within the City.

If you have any questions regarding the preparation of a traffic study on the State facilities or would like to schedule a scoping meeting in order to meet Caltrans requirements, please feel free to contact Alan Lin the project coordinator at (213) 897-8391 and refer to IGR/CEQA No. 130719AL.

Sincerely,



DIANNA WATSON
IGR/CEQA Branch Chief

cc: Scott Morgan, State Clearinghouse